

PROPOSED

JOINT WESTERN AREA COMMITTEE AGENDA

Submitted by The

WESTERN MASTER FREIGHT DIVISION

Meetings of November 14, 15, 16, 17, & 18, 1966

SIR FRANCIS DRAKE HOTEL - SAN FRANCISCO, CALIFORNIA

* * * *

Joint Session of the Full Committee.

Monterey Room - 2:00 P. M. - Monday, November 14, 1966.

1. Approval of the Minutes of the JWAC Sessions held August 8, 9, 10, & 11, 1966.
2. Discussion of cases filed with the Joint Western Area Committee after deadline date.
3. Approval of the Joint Agenda for the November sessions of the J.W.A.C.
4. Naming of members of the Main Committee and Sub-Committees.
5. Communications.
6. Other procedural or policy matters to come before the J.W.A.C.
7. ADJOURNMENT.

NOTE: The February, 1967 meeting of the J.W.A.C. will be held the week commencing February 13, 1967.

/len

ADDENDA

To The

NOVEMBER, 1966 JOINT WESTERN AREA COMMITTEE

PROPOSED AGENDA

* * * *

CHANGE OF OPERATIONS:

			<i>Post marked</i>
Case #	Lee Way Motor Freight	Post Marked	
(#1)	Locals: 104-224-941-886	October 24/66	
Case #	P. I. E.	Post Marked	
(#2)	Local: 468	October 24/66	
Case #	Pierce Freight Lines	Post Marked	
(#3)	Local: 81	October 25/66	

Post marked

Post marked

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COMMITTEE FOR LOCAL OPERATIONS:

Case #	Local	Local: 45	Post Marked
	(#4)	United-Buckingham	October 26 /66
Case #			
Case #			
Case #			
Case #			

Case #	(#6)	✓ Local: 70 Navajo Freight	Jt. C. #7 Dispute Post Marked Oct. 25/66
Case #	(#7)	✓ Local: 70 Transcon	Jt. C. #7 Dispute Post Marked October 25/66
Case #	(#8)	✓ Local: 70 Transcon	Jt. C. #7 Dispute Post Marked Oct. 25/66
Case #	(#9)	Local: 150 Interstate Motor	O-T-R Dispute Post Marked Oct. 31/66
Case #	(#10)	Local: 190 Garrett Freight	O-T-R Dispute Post Marked Oct. 26/66
Case #	(#11)	Local: 190 Garrett Freight	O-T-R Dispute Post Marked Oct. 26/66
Case #	(#12)	Local: 468 O. N. C.	O-T-R Dispute Post Marked Oct. 24/66
Case #	(#13)	Local: 468 O. N. C.	O-T-R Dispute Post Marked Oct. 24/66
Case #	(#14)	Local: 468 P. I. E.	O-T-R Dispute Post Marked Oct. 24/66
Case #	(#15)	Local: 556 Garrett Freight	O-T-R Dispute Post Marked Oct. 20/66
Case #	(#16)	Local: 741 P. I. E.	O-T-R Dispute Post Marked Oct. 20/66
Case #	(#17)	Local: 741 Portland-Seattle Auto Frt.	O-T-R Dispute Post Marked Oct. 20/66
Case #	(#18)	Local: 741 United-Buckingham	O-T-R Dispute Post Marked Oct. 20/66
Case #	(#19)	Local: 980 Willig Freight	Jt. C. #7 Dispute Post Marked Oct. 25/66
Case #	(#20)	Local: 386 Delta Lines	Termination Post Marked Oct. 31/66
Case #	(#21)	Local: 439 Miles Motor	Termination Post Marked Oct. 31/66
Case #	(#22)	Local: 468 Garrett Freight	Warning Notice Post Marked Oct. 24/66

NOVEMBER, 1966

- ADDENDA -

FOR ADDITIONAL CASES

Case #

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CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Lee Way Motor Freight, Inc.

Change of Operation
Locals involved: 104, Phoenix, Arizona
224, Los Angeles, California
886, Oklahoma City, Oklahoma
941, El Paso, Texas

1. The sleeper operation between Los Angeles and Oklahoma City over U.S. Highway 66 will consist of all traffic moved by the Company between Los Angeles, on the one hand, and on the other, points in Texas north of San Antonio and Houston.

Except as stated immediately above, all traffic handled by the relays will continue to be handled as it has been in the past.

2. The number of drivers displaced by the proposed operation, to-wit: five in El Paso, six in Phoenix, and seven in Los Angeles may move to Oklahoma City with full seniority for all purposes except bidding rights on the single man relay work performed at Oklahoma City and on the sleeper operation between Oklahoma City and Denver, Colorado. For that work only (single man relay work and the sleepers operating from Oklahoma City and Denver) terminal seniority at Oklahoma City will apply beginning with the effective date of this proposed Change of Operation.

3. The work opportunities at the Oklahoma City terminal will be offered only to those drivers displaced as a result of this change and any driver not electing to claim such work will go on a lay-off status at his home terminal. Drivers electing to claim such available work shall have 30 days to return to their original home terminal and go on lay-off status or claim available work in accordance with their seniority at that terminal.
4. The sleeper operations between Oklahoma City and Los Angeles as described in Paragraph 1 above will be governed by the National Master Freight Agreement and the Southwest Area Over-The-Road Supplemental Agreement.
5. The obligation of the Company to provide transportation, moving expenses and room rent will be governed by the current contracts and will be accomplished in accordance with the agreements reached by Watson-Wilson and/or Yellow Transit in their change of operations recently accomplished in the eleven western states.

The effective date of this change will be January 7, 1967.

Post Marked October 24, 1966
Received October 25, 1966

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Pacific Intermountain Express

Change of Operation Local involved: 468, Oakland, California

Clarification Local 468 and Pacific Intermountain Express are requesting a clarification regarding seniority on the Change of Operations that was granted to P. I. E. to move men in from other areas into the Oakland Board. P.I.E. hired new employees that were placed on the board during the Change of Operations, and both the Company and the Union are requesting that this matter be solved by the committee.

Post Marked October 24, 1966
Received October 25, 1966

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Pierce Freight Lines - Division Valley Motor Lines, Inc.

Change of Operations Local involved: 81, Portland, Oregon

Company proposes to eliminate the Portland-Roseburg turn as bid runs as such, and to operate those schedules on an extra board basis and also to serve Roseburg via its Medford and other schedules. The effected drivers to revert to the Portland extra board.

(Post Marked October 25th - Received October 28, 1966)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 45, Great Falls, Montana, and
United-Buckingham Freight Lines

P & D On October 6th Company called two casuals to start with the
Dispute regular crew at a regular start time. Employee Shuman who
is a 20% employee was not called for work on that day and it
is the Union's position that Shuman should have been called.

Employer stated that casuals were called for the 4:00 a.m.
start shift and that no other people other than regular employees
were called. Company's position that at the 4:00 a.m. start
time, Mr. Shuman had not had 8 hours rest since his previous
shift ran from 12:30 to 2100 hours on October 5th.

Case #M-636.

JSC Motion: That in Case M-636 based on the facts presented
that employee Shuman be allowed 8 hours pay.

Deadlocked Montana JSC October 21, 1966.

Post Marked - October 26, 1966 - Received - October 28th.

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
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Case #

11-6-2649

(L-506)

HOWARD BARRETT, member of Local 533, Reno, Nevada. Employee of Wells Cargo, Inc. Request is for a period of ninety (90) days, effective September 8, 1966, for the purpose of Dispatching.

(L-507)

BILL HAROLD HARTER, member of Local 542, San Diego, California. Employee of Imperial Truck Lines, Inc. Request is for a period of ninety (90) days, effective October 17, 1966, for the purpose of working as a Salesman.

(L-508)

CLARENCE WILLIAM JUSTICE, member of Local 467, San Bernardino, California. Employee of Paxton Trucking. Request is for a period of ninety (90) days, effective October 28, 1966, for the purpose of taking a non-covered position with Paxton Trucking in the capacity of Dispatcher.

(L-509)

CHARLES KURTEK, member of Local 310, Tucson, Arizona. Employee of Western Truck Lines. Request is for an indefinite period of time, effective September 26, 1966, for the purpose of taking a non-covered unit Salesman job for the company.

(L-510)

ROBERT W. McINTYRE, member of Local 224, Los Angeles, California. Employee of Norco Transportation Company. Request is for a period of ninety (90) days, effective August 1, 1966, for the purpose of working in shop as a service man for same company.

(L-511)

MANUEL GARCIA, member of Local 150, Sacramento, California. Employee of Pacific Motor Truck. Request is for a period of ninety (90) days, effective November 1, 1966, for the purpose of going to work as a Supervisor for Pacific Motor Truck.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 70, Oakland, California, and
Navajo Freight Lines

Joint Council 7 Dispute On September 15, 1966, a Navajo sleeper team came to Oakland, dropped trailer. They bobtailed to South San Francisco, picked up an empty reefer, and returned to the Oakland yard to fuel. They then proceeded to Modesto.

Claim a day's pay for man on layoff or man out of Hiring Hall. The reefer van should have been picked up by a local driver, or, if picked up by the sleeper team, they should not have returned to the Oakland yard.

Employer Position:

Sleeper team returned to fuel although dispatch was Oakland to South San Francisco to Modesto. No freight handled. Also South San Francisco is not in 70's jurisdiction.

Case #LD-2573.

Joint Council #7 Labor-Management Committee Motion: That the Union request be granted.

Deadlocked Joint Council #7 Labor-Management Committee
October 20, 1966.

(Post Marked October 25th - Received October 26, 1966)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
Transcon Lines

Joint Council 7 George Hansen worked night shift for 13 months then went to
Dispute days according to seniority. He worked days for 2 months,
then went on vacation.

Summation of Union Position:

Mr. Hansen be given the night shift premium for his vacation.

Summation of Employer Position:

Mr. Hansen was properly paid because he was no longer on the
night shift.

Case #LD-2568.

Joint Council #7 Labor-Management Committee Motion: That
the Union claim be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
October 20, 1966.

(Post Marked October 25th - Received October 26, 1966)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 70, Oakland, California, and
Transcon

Joint Summation of Union Position:
Council 7

Dispute Supervisor loaded a truck on Saturday, September 3rd. Union
requesting day's pay at time and one-half for next man on
seniority list.

Summation of Employer Position:

Dockman and fork driver could not load the van, so Supervisor
showed them how. Total time was 15-20 minutes.

Case #LD-2566.

Joint Council #7 Labor-Management Committee Motion: That
the Union position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
October 20, 1966.

(Post Marked October 25th - Received October 26, 1966)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 150, Sacramento, California, and
Interstate Motor Lines

O-T-R Union claims withdrew JWC case when the Company agreed to
Dispute pay the men but have not done so.

Company claims a sleeper team can drop and pick a load
enroute. Frozen turkeys were picked up in Turlock. Sleeper
team dropped the box, picked up another loaded box for Salt
Lake and continued on to destination.

Case #CV-106-1488.

JSC Motion: That the claim of the Union be upheld.

Deadlocked California Valley JSC October 28, 1966.

(Post Marked October 31st - Received November 4, 1966)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 190, Billings, Montana, and
Garrett Freightlines

O-T-R Request 5.3 hours wait time for D. Sackett and J. Sudduth for
Dispute wait time in Spokane on October 5, 1966.

Team of Sackett and Sudduth on arrival in Spokane were not put off duty. Mr. Sackett on his own behalf stated that when he arrived in Spokane he was informed that the load would be ready at 5:30 which he accepted. It was the Union's position that the Company had neglected to fulfill their obligation as they had not released the men from duty the Company should pay wait time.

Employer Position:

Case was the same as M-647 and Company had been advised by Mr. King, Assistant Terminal Manager at Spokane that they put the two men off duty on arrival in Spokane.

Case #M-648.

JSC Motion: That the Union claim be denied.

Deadlocked Montana JSC October 21, 1966.

(Post Marked October 26th - Received October 28, 1966.)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 190, Billings, Montana, and
Garrett Freightlines

O-T-R Request 7.8 hours pay for D. Sackett and J. Sudduth for wait
Dispute time in Spokane on September 22, 1966.

Sleeper team of Sackett and Sudduth upon arrival in Spokane were given a departure time. However, another extra team who arrived after Sackett and Sudduth were sent out ahead, then Sackett and Sudduth were out at 2215 hours. It is the practice in Spokane to never take the men off the clock, and since they were not released from duty in Spokane and they were informed the load would be ready at 2100 hours, it is the Union's position that they must be paid for the wait time of 7.8 hours involved in this case.

Employer Position:

Spokane terminal Manager claims that the drivers were released from duty. Further, that Sackett and Sudduth did report for duty at 2100 hours and were paid for wait time from then until departure time.

Case #M-647.

JSC Motion: That in Case M-647 the position of the Union be denied.

Deadlocked Montana JSC October 21, 1966.

(Post Marked October 26th - Received October 28, 1966.)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
 O. N. C. Fast Freight

O-T-R Pay claims for Moniz, Martin and Rogers. Union claiming
 Dispute runaround for Labor Day because the Company cancelled bid run
 schedules and sent the freight out by piggy-back.

Cases #CB-1976 - #CB-1977 - #CB-1983.

JSC Motion: That the claims of Moniz, Martin and Rogers be
 denied.

Deadlocked California Bay JSC October 18, 1966.

(Post Marked October 24th - Received October 25, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
O. N. C. Fast Freight

O-T-R Money dispute on Moniz. Union is claiming \$20.22, the difference
Dispute in pay between a Mount Shasta trip and a Medford trip. Driver
was dispatched to Mount Shasta and laid over, and should have
been dispatched to the lay point, but was cut short of the division
point.

Case #CB-1988.

JSC Motion: That the claim of the Union be upheld.

Deadlocked California Bay JSC October 18, 1966.

(Post Marked October 24th - Received October 25, 1966)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
Pacific Intermountain Express

O-T-R Pay claim for Hilburn and Algire. Union claiming 15-1/2 hours
Dispute runaround at Chicago because a Chicago team was dispatched
to Oakland with a load before the Oakland team.

Case #CB-1920.

JSC Motion: That the position of the Union be upheld.

Deadlocked California Bay JSC October 18, 1966.

(Post Marked October 24th - Received October 25, 1966.)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 556, Walla Walla, Washington, and
Garrett Freight Lines

O-T-R Violation of Article 54 Western States Area Over-The-Road
Dispute Supplement Agreement. On October 1, 1966 a Garrett Sleeper
from Pocatello dropped two trailers at Walla Walla; picked up two
empty trailers to Wallula (Boise Cascade Paper Mill) where they
picked up two trailers loaded for Seattle loaded with K.D. 's.
Arrived 2130 on 10/1/66 in Seattle. Request pay in the amount
of a Yakima turn.

Case # 1523 (U).

JSC Motion: That inasmuch as the Walla Walla bid run driver was
not deprived of any bid work, then under Article 54 this load did
constitute over-flow freight, the claim of the Union be denied.

Deadlocked Washington JSC October 19, 1966.

(Post Marked October 20th - Received October 21, 1966)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 741, Seattle, Washington, and
Pacific Intermountain Express

O-T-R On 9-9-66 a Chicago based sleeper team was dispatched out of
Dispute Seattle via Denver, Colorado with the final destination of load being
Wichita, Kansas. It is the position of Local 741 that this is an
improper dispatch and Mattson and Smalley, a Seattle team,
should be compensated the proper amount for being runaround
by this team. (Filed under Article 54, OTR Supp. Agreement)

Case #1529 (U).

JSC Motion: That this case be referred to the JWAC since a question
of interpretation of a decision of the Change of Operations Committee
is involved. Motion Carried.

Post Marked October 20, 1966.
Received October 21, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 741, Seattle, Washington, and
Portland-Seattle Auto Freight

O-T-R Under Article 41, Section 2 (a), Page 62 of the Over-The-Road
Dispute Supplement, Local 741 requests Auto Freight be required to bid
nine runs on a turnaround basis between Seattle and Portland,
to be protected on a when and if they run basis with drivers to
have Seattle as their domicile station.

Case #1530 (U).

JSC Motion: That in view of the fact that two Locals in two Joint
Council areas would be involved, that this matter be referred to
the JWAC for hearing. Motion Carried.

Washington JSC date of action October 19, 1966.

(Post Marked October 20th - Received October 21, 1966)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 741, Seattle, Washington, and
United-Buckingham Freight Lines

O-T-R Bennie Foster claims pay shortage of \$22.63 for a Portland turn
Dispute on August 24th and August 25, 1966.

Computed: 343 miles equals 37.25
14-3/4 work and wait time @ \$3.25 equals \$47.94

Total due - \$85.19 - Paid - \$62.56

Foster was dispatched on 8/24/66 for a Portland turn. He was delayed in Vancouver, Washington through no fault of his own. The Dispatcher in Portland put him off duty for 8 hours because of available I. C. C. hours and after Foster's 8 hours he was redispached to Seattle. We claim this is an improper dispatch and the man is entitled to the claim as he presented it to the Company. (Filed under Article 53, OTR Supplement)

Case # 1531 (U)

JSC Motion: That due to the fact that the Company did not instruct the driver to check with the destination dispatcher or supervisor for further instructions that the claim be allowed.

Deadlocked Washington JSC October 19, 1966.

(Post Marked October 20th - Received October 21, 1966)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 980, Santa Rosa, California, and
Willig Freight Lines

Joint Council 7 Vans are dropped and Fluor employees are loading rather than
Dispute men working under the Agreement. Union requests day's pay
for Larry Foster and that local freight men stay with vans while
they are being loaded and/or unloaded.

Employer Position:

Dropping of vans is beyond the control of Willig and therefore
the loading is performed by employees of Fluor .

Case # LD-2618.

Joint Council #7 Labor-Management Committee Motion: That
based on the facts presented, Article 45, Section 2 (a) (4) applies.

Deadlocked Joint Council #7 Labor-Management Committee
October 20, 1966.

(Post Marked October 25th - Received October 26, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 386, Modesto, California, and
Delta Lines

Termination Union claims man was discharged for not working 30 days. Man
was hurt on the job, went on industrial compensation and then
put back to work by the Company. Union claims man has put in
13 days and is a regular employee.

Company claims the driver didn't have his 13 days work and was
terminated.

Case #CV-106-1507.

JSC Motion: That the claim of the Union be denied because the
man did not work 13 days in a calendar month.

Deadlocked California Valley JSC October 27, 1966.

(Post Marked October 31st - Received November 4, 1966)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 439, Stockton, California, and
Miles Motor Transport

Termination Union claims driver hired on July 18, 1966 and worked the 18th, 19th, 20th, 21st, and 22nd, then was injured on the job. The driver returned to work on October 13, 1966. Company sent termination notice to the Union August 17, 1966, but did not send one to the driver.

Company claims the driver was only a 4-day casual employee.

Case #FL-106-23.

JSC Motion: That the man was properly terminated under Article 3, Section 2 of the agreement.

Deadlocked California Valley JSC October 27, 1966.

(Post Marked October 31st - Received November 4, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
 Garrett Freight Lines, Inc.

Warning Protest of warning letter on Ferreira for failure to install and
Notice turn in Company Tachograph Charts.

Case #CB-1956.

JSC Motion: That the warning letter be rescinded.

Deadlocked California Bay JSC October 18, 1966.

(Post Marked October 24th - Received October 25, 1966)

PROPOSED
JOINT WESTERN AREA COMMITTEE AGENDA
(IN REFERENCE TO LOCAL 70 CASES ONLY)

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Meetings of November, 14, 15, 16, 17, & 18, 1966
SIR FRANCIS DRAKE HOTEL - SAN FRANCISCO, CALIFORNIA

MONTEREY ROOM = 10:00 A. M.

C. M. E.	CHANGE OF OPERATIONS	11-5-2070	Pages 1a, b, & c
MC LEOD TRUCKING	CHANGE OF OPERATIONS	11-6-2617	Page 11
TRANSCON	5-6-2377	(LD 2139)	49
TRANSCON	5-6-2378	(LD 1785 & 1789)	50
PETERS TRUCK	5-6-2449	(LD 2239)	51
PETERS TRUCK	5-6-2450	(LD 2241)	52
PETERS TRUCK	5-6-2451	(LD 2289)	53
NAVAJO FREIGHT	8-6-2585	(LD 2405)	61
C. M. E.	11-6-2650	(LD 2461)	64
✓ COAST DRAYAGE	11-6-2651	(LD 2484)	65
✓ COAST DRAYAGE	11-6-2652	#874 (LD 2503) - deadlock	66 - <i>strike sanction</i>
✓ COAST DRAYAGE	11-6-2653	220 (LD 2554) - deadlock	67 - " "
HASLETT	11-6-2654	(LD 2351)	68
L.A.S.M.E.	11-6-2655	(LD 2419)	69
O. N. C.	11-6-2656	(LD 2551)	70
O. N. C.	11-6-2657	(LD 2465)	71
TRANSCON	11-6-2658	(LD 2467)	72
✓ WELLS CARGO	11-6-2659	(LD 2498, 2499, 2500 and 2501)	75

NOTE: Late filings not shown on the Agenda. When late filing case numbers are received, please notify Cathy.

total employees *2 locale*
85 *150-7 members*
70 - *approx 50 members*
816 - *6 approx*

RECEIVED
DEC 16 1966

File

MINUTES OF MEETING

UNION REPRESENTATIVES OF THE JOINT WESTERN AREA COMMITTEE

AND

REPRESENTATIVES OF LOCAL UNIONS

Monday - November 14, 1966, at 10:00 A.M.

Monterey Room of the Sir Francis Drake Hotel

San Francisco, California

The meeting was called to order at 10:00 a.m., Monday, November 14, 1966, by Joseph Diviny, Chairman.

1. Roll call of the Union members of the Joint Western Area Committee showed the following members present:

George King
George Rohrer
Bernard Volkoff
Harry Bath
L. N. Case

Fred Hofmann
Gene Shepherd
Bill Waggoner
Art Trimble
Bud Greene

2. The Minutes of the meeting of the Union members of the Joint Western Area Committee and Local Union Representatives held on Monday, August 8, 1966 were approved as mailed.
3. In addition to those members of the committee listed above, the following representatives of Local Unions, etc., were present in the meeting.

Dan Feins - Attorney
Benny Greenfield - Local 17
Ed Shapiro - Local 208
Pat Patton - Local 208
Vince Aloise - Local 315
Elgie Farris - Local 483
Vern Cameron - Local 222
W. G. Kenyon - Local 890
Jack Crotty - Local 180
Allen Griggs - Local 492
Joe Perkins - Local 692
Clyde Yandell - Local 224
Carl Burckel - Local 396
John T. Williams - Local 208
Gene Bedford - S.C.J.S.C.
Clifford Beach - Local 886
Bill Manos - Local 235

L. E. Olds - Local 690
Clyde Crosby - I. B. T.
Al Brundage - Attorney
Herb Helmers - Local 357
Everitt Byers - Local 551
Howard Yeager - Local 150
Ed Dietrich - Local 208
William Croysdill - Local 208
Manuel Magan - Local 208
Dave Fekay - I. B. T.
Joe Davis - Local 315
Charles Brenner - Local 208
Chuck Mack - Local 70
Horace Manning - Local 104
Norman Clark - Local 542
W. D. Dyer - Local 224
Bill Fountaine - Western Conference
Jerry Vercesi - Local 468

4. The following committees were then named by the Chairman for the hearing of cases on the Joint Agenda:

O. T. R. (MAIN) COMMITTEE:

Joseph Diviny - Chairman
Harry Bath
Verne Milton
Gene Shepherd
Fred Hofmann
George King
Floyd Mendenhall

Ernie Hinchler - Secretary

Manny Joseph - Sgt. at Arms

SUB-COMMITTEE ON LOCAL OPERATIONS:

Gerald Shearin - Chairman
Bernard Volkoff
George Rohrer
Art Trimble
Bud Greene
Clarence Lott

Ed Blackmarr - Secretary

Gene Bedford - Sgt. at Arms

CHANGE OF OPERATIONS COMMITTEE:

Bill Waggoner - Chairman
John LaNear
L. N. Case

Robert Rampy
Robert Shaw
Harry Kachadoorian

Joe Morrill - Secretary

Hugo Wagner - Sgt. at Arms

5. The following Powers of Attorney were approved by the Western Master Freight Division:

Bay Lease, Inc. - AS&T - Concurrence from Local Union 665 - 9-8-66 - Approved - WMFD - 9-9-66.

J. M. Buckley & Son - A & D - Concurrence from Local Union 150 - 9-7-66 - Approved - WMFD - 9-9-66.

Cargo Carriers, Inc. - Heavy Specialized Agreement - Concurrence from Local Union 692 - 10-13-66 - Approved - WMFD - 10-25-66.

Certified Freight Lines, Inc. - AS & T - Concurrence from Local Union 495 - 8-29-66 - Approved - WMFD - 9-9-66.

Challenge Transport, Inc. - AS & T - Oilfield - Concurrence from Local Union 88 - 8-22-66 - Approved - WMFD - 8-15-66 - Concurrence from Local Union 692 - 8-22-66 - Approved - WMFD - 9-9-66.

Connolly Transportation, Inc. of California - AS&T - Concurrence from Local 665 - 7-18-66 - Approved - WMFD - 8-15-66.

De Lair Truck Company - AS&T - Concurrence from Local Union 495 - 9-28-66 - Approved - WMFD - 9-30-66.

Dillon Drayage & Whse. Co. - Office - Concurrence from Local Union 856 - 8-15-66 - Approved - WMFD - 8-23-66.

De Salvo Trucking Company - P&D - Concurrence from Local Union 150 - Approved - WMFD - 8-15-66.

Exley Express, Inc. - OTR - Concurrence from Local Union 150 - 11-8-66 - Approved - WMFD - 11-11-66.

Powers of Attorney - (Continued)

5. 3-J Leasing Corp., - Concurrence from Local Union 665 - 9-8-66 - Approved - WMFD - 9-9-66.

Robertson Drayage Co., Inc. - AS&T - Concurrence from Local Union 665 - 9-8-66 - Approved - WMFD - 9-9-66.

Thompson Bros., Inc. - AS&T - Concurrence from Local Union 665 - 9-8-66 - Approved - WMFD - 9-9-66.

United Truck Line - OTR - P & D - Office - Concurrence from Local Union 150 - 6-14-66 - Approved - WMFD - 8-15-66.

Universal Transport System, Inc. - Heavy Specialized Wage Agreement - Concurrence from Local Union 533 - 7-18-66 - Approved - WMFD - 8-15-66.

6. The following requests for Standard Contract participation were approved by the Western Master Freight Division as of the dates shown and read into the record:

Clipper Carloading Company and Local No. 856 - Nat'l. Master - Office - Approved - WMFD - 9-9-66.

William E. Diax and Local No. 208 - National Master - P&D - Approved - WMFD - 10-24-66.

Durnil Transportation Co. and Local No. 208 - National Master - P&D - Approved - WMFD - 10-13-66.

Hall's Trucking and Local No. 208 - National Master - P&D - Approved - WMFD - 10-25-66.

Holliday Trucking, Inc. and Local No. 871 - 11 Western Master - TT - Approved - WMFD - 11-4-66.

Kaemper & Barrett and Local No. 150 - National Master - P&D - Approved - WMFD - 9-21-66.

Lingle Trucking and Local 208 - National Master - P&D - Approved - WMFD - 9-2-66.

Madison Sand and Gravel Co. and Local No. 150 - 11 Western Master - Cement - Approved - WMFD - 9-2-66.

Maecon, Inc. and Local No. 208 - National Master - P&D - Approved - WMFD - 8-15-66.

Thomas H. Marrow Trucking Company and Local No. 357 - National Master - P&D - Approved - WMFD - 9-16-66.

McDonill Trucking and Local No. 150 - National Master - OTR - Approved - WMFD - 11-3-66.

Sav-On Freight Distributing Agency and Local No. 357 - National Master - P&D - Approved - WMFD - 9-27-66.

Selectruck, Inc. and Local No. 208 - National Master - P&D - Approved - WMFD - 9-16-66.

Service Tank Lines, Inc. and Local No. 690 - Washington & Northern Idaho Bulk Commodity - Approved - WMFD - 10-20-66.

Standard Contract participation - (Continued)

6. Superior California Trucking Co., and Local No. 150 - National Master - OTR - Approved - WMFD - 9-21-66.

Wallace-Coleville Motor Freight and Local No. 690 - National Master - OTR - P&D - Approved - WMFD - 10-31-66.

7. APPROVED RIDERS:

Joint Council No. 7:

File: R-#33 (b) - McKeown Transportation Company, Inc. and Local No. 315, Martinez. Rider to the Western States Area Master Agreement. Approved - November 11, 1966.

Gallo Sales Company and/or Bay Cities Wholesale Wine Company. Rider to National Master Freight Agreement and Western States Area Pick-Up and Delivery Supplement. Teamsters Local 912, Watsonville. Denied - November 11, 1966.

File: R-#514 - 3-J Leasing Corp., Bay Lease, Inc. and Robertson Drayage and Local No. 665, San Francisco. Rider to the National Master Freight Agreement and the Western States Area Automotive Shop and Truck Servicing Supplement. Approved - November 11, 1966.

Joint Council No. 38:

File: R-#667 - Kaemper and Barrett and Local No. 150, Sacramento. Rider to National Master Freight Agreement and Western States Area Local Pick-Up and Delivery Supplement. Approved - November 11, 1966.

File: R-#668 - Garrett Freight Lines and Local No. 150, Sacramento. Rider to Western States Area Over-The-Road and Western States Area Pick-Up and Delivery Supplemental Agreements. Approved - November 11, 1966.

File: R-#669 - Superior California Trucking and Local No. 150, Sacramento. Rider to National Master Freight Agreement and the Western States Area Over-The-Road Supplement. Approved - November 11, 1966.

File: R-#670 - Special Service Transportation Company and Local No. 87, Bakersfield. Rider to Western States Area Master Freight Agreement and Western States Area Over-The-Road Single Man and Sleeper Cab Supplement. PAPER HAUL ONLY. Approved - November 11, 1966.

Joint Council No. 42:

File: R-#702 - Padre Freight Lines and Local No. 542, San Diego. Rider to National Master Freight Agreement and the Western States Area Pick-Up and Delivery Supplement. Approved - November 11, 1966.

File: R-#166 - California Trucking Association and Local 665 - Rider to National Master and Automotive - Office Supplemental Agreements. Approved-November 11/66.

8. Meeting Adjourned at 11:30 a.m., Monday, November 14, 1966.

DECISIONS OF NATIONAL AND MULTI-CONFERENCE COMMITTEE -
AUGUST 30 and 31, 1966

Local 180, Los Angeles, California, and Navajo Freight Lines
Deadlocked Joint Western Committee - May 10, 1966
Case No. 5-6-2390

Local 180 takes the position that drivers Lewis and Charleston were run around in Albuquerque when the Company piggybacked trucks from Chicago to Los Angeles. The Local Union is asking for 27-1/2 hours per man at the rate of \$3.15 per hour.

DECISION:

The Multi-Conference Committee has reviewed the captioned matter and adopted the following motion:

In the event the company dispatches piggy-back trailers from Chicago to Los Angeles, while not protecting Local 180 drivers at Albuquerque that such drivers be paid the difference between the contractual lay-over period and the time of dispatch.

The Multi-Conference Committee decision was based upon a previously authorized Change of Operations.

In addition, the Multi-Conference Committee noted that the claiming team in this case is not entitled to pay but that another team would be so entitled.

Local 70, and Delta Lines
Deadlocked Joint Western Committee Case No. 5-6-2446
Local 70, and Haslett Warehouse Co.
Deadlocked Joint Western Area Committee Case No. 5-6-2371

Case #5-6-2446: Drivers should stay with vans spotted at Marathon Delivery Service and unload.

Marathon and Delta both have contract with 70, therefore, Article 45 being complied with.

Case #5-6-2371: On January 19, 1966, Haslett dispatched to General Electric, W. W. Granger and Lincoln Electric Co., trailers. The drivers were ordered to deliver them and drop. This is an operation that requires the driver to remain with his equipment. Request for pay for any man laid off or senior man from the Hiring Hall for this day and any day that this operation occurs.

DECISION:

The National Grievance Committee has reviewed the captioned matters and adopted a motion that these cases should be decided on the basis of past practice or previous agreements and that Roy Williams be requested to obtain evidence thereof and report to the Co-Chairmen of the National Grievance Committee. Failure of the carrier to prove by past practice their contention, the claim of the Union is sustained.

DECISIONS OF NATIONAL AND MULTI-CONFERENCE COMMITTEE -
AUGUST 30, and 31, 1966

Local 208 (Los Angeles) and Transcon Lines
Joint Western Area Committee - Case No. 8-6-2607
August 11, 1966. (Article 32 -) (Subcontracting)

On 5-5-66 and 5-11-66 Transcon did sub-haul freight and laid the regular drivers off. We claim a day's pay for these employees on these dates.

DECISION:

The National Grievance Committee has reviewed the captioned matter and adopted a motion that the parties abide by a written agreement reached on May 19, 1966, in Washington, D.C.

Local 468, Oakland, California, and P.I.E.
Deadlocked Joint Western Area Committee, August, 1966
Case No. 8-6-2546

Local 81, Portland, Oregon, and P.I.E.
Deadlocked Joint Western Area Committee, May 13, 1966
Case No. 5-6-2454

Case No. 8-6-2546: Pay claim for Pratt and French. Union claiming the difference between a Salt Lake trip and a Chicago trip. Drivers were dispatched to Salt Lake City with straight Chicago loads on Trailers N-9326 and N-9065.

Case No. 5-6-2454: Local Union 81 is protesting the Company's use of Salt Lake City, Utah as a sleeper cab break point as being in violation of agreed upon dispatch rules.
The Union contends that Salt Lake City, Utah is not an agreed to nor a designated break point for the Company's Western based sleeper cab equipment, and that the utilization of such an additional break point had resulted in loss of earnings for Portland domiciled drivers.
The Company contends that it had dispatched Portland based equipment in accordance with the terms of the Over-The-Road Supplemental Agreement, and that this is also in accordance with the dispatch rules.

DECISION:

The Multi-Conference Grievance Committee has reviewed the captioned matter and adopted a motion that the Company discontinue the Salt Lake City operation which is the subject of this grievance until a Change of Operations is effected and further that the Company continue to utilize the four break-bulk points established in the previous Change of Operations. Pay claims of drivers were denied until receipt of this decision.

DECISIONS OF NATIONAL AND MULTI-CONFERENCE COMMITTEE -
AUGUST 30, and 31, 1966

Local 533, Reno, Nevada, and Consolidated Freightways
Local 150, Sacramento, California
Deadlocked Joint Western Area Committee, May 10, 1966
Case No. 5 - 6 - 2 4 4 3

Union claims violation of Article 32 - Employer has eliminated the leadman classification. Union asks that the Employer restore the leadman position.

DECISION:

The Multi-Conference Committee has reviewed the captioned matter and adopted a motion that the claim of the Union is upheld, and that the classification of leadman remain in effect, unless the company employs a full-time foreman or supervisor who performs Managerial work and not collective bargaining work previously performed by the leadman, dock workers or drivers, and further that when such persons are employed, a minimum of one person shall be employed under a collective bargaining unit classification, -

The transcript further continues, "On the dock in the employ of the company. Also when such foreman is hired, the leadman is red circled and does not lose the rate of pay but maintains it under Article 6 until he retires, is discharged or promoted."

RECEIVED
DEC 16 1966

File

MINUTES OF MEETING

JOINT WESTERN AREA COMMITTEE

NOVEMBER 14, 15, 16, 17, 18, 1966

SIR FRANCIS DRAKE HOTEL

SAN FRANCISCO - CALIFORNIA

* * *

The Joint Western Area Committee convened at 2:00 p.m., Monday, November 15, 1966, in the Monterey Room of the Sir Francis Drake Hotel in a joint session of the Full Committee of both Employer and Union Representatives.

Under the rotating Chairmanship rule of the committee, the Employers named as Chairman of the Joint Committee, Mr. R. S. McIlvennan.

1. The Minutes of the previous meeting of the Joint Western Area Committee in the sessions of August 8-9-10-11, 1966, were approved with the correction as distributed.
2. Discussion of cases filed with the Joint Western Area Committee after deadline date.
3. The November, 1966 Agenda was approved as revised.
4. The previously appointed committees remained the same with the following change: L. N. Case replaces Fullmer Latter.
5. The Full Committee Meeting adjourned at 5:10 p.m.

JWAC Minutes
November 14-15-16-17-18
1966

/len

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

* * * * *

Case # Pacific Intermountain Express
5-5-1835

Clarification Local involved: 468, Oakland, California
180, Los Angeles, California
81, Portland, Oregon

Local 468 and Pacific Intermountain Express are requesting a clarification regarding seniority on the Change of Operations that was granted to P.I.E. to move men in from other areas into the Oakland Board. P.I.E. hired new employees that were placed on the board during the Change of Operations, and both the Company and the Union are requesting that this matter be solved by the committee.

DISPOSITION: (Change of Operations Committee - Transcript Page 144 - 11-16-66)
Postponed.

Case # California Motor Express, Ltd.
11-5-2070

Change of Operation Locals involved: 70, Oakland, California
85, San Francisco, California
150, Sacramento, California
186, Santa Barbara, California
431, Fresno 208, Los Angeles, California
439, Stockton 224, Los Angeles, California
468, Oakland 287, San Jose, California
542, San Diego 357, Los Angeles, California
890, Salinas 386, Modesto, California

California Motor Express, Ltd., desires to establish a Refrigerated Division that will be separate and apart from the California Motor Express dry freight operation.

DECISION: (Change of Operations Committee - Transcript Page 9 - 11-15-66)
M/m/s/c/ that in Case #11-5-2070 I move that the agreement between the Company and Local 208 dated September 27, 1966 as identified on the record and marked as Committee Exhibit No. 1 be approved by this committee and that said agreement shall modify Paragraphs 4, 5, 6 and 7, of the decision of this committee in this case as announced at the May, 1966 session of the J.W.A.C., only as it applies to Local 208.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # O.N.C. Motor Freight System
8-6-2480

Change Locals involved: 81, Portland, Oregon
of 741, Seattle, Washington
Operations

O.N.C. Motor Freight System requests approval of a Change of Operation to establish a turnaround run which will run the triangle formed by the towns of Portland, Oregon and Seattle, Washington and Aberdeen, Washington and back to Portland.

DECISION: (Change of Operations Committee - Transcript Page 140 - 11/16/66)
M/m/s/c/ that based on the statements of the parties the Chair will entertain a motion in this case to continue the operational change on the trial basis for an additional three months, this committee to retain jurisdiction to the February session.

Case # The Ringsby System
8-6-2481

Change Locals involved: 222, Salt Lake City, Utah
of 468, Oakland, California
Operations 533, Sparks, Nevada
961, Denver, Colorado

The Ringsby System hereby proposes to eliminate the single man division run between Oakland, California, and Salt Lake City, Utah.

We propose to move the freight presently being moved on this division operation with our present sleeper cab runs between Denver, Colorado, and Oakland, California, picking and dropping freight at the points now served with the single man operation with the Denver based sleeper cab equipment.

DECISION: (Change of Operations Committee - Transcript Page 123 - 11/16/66)
M/m/s/and Deadlocked that in Case #8-6-2481 the operational change as proposed by the Company and clarified on the record be approved.

DECISION: (Main Committee - Transcript Page 452 - 11/17/66)
M/m/s/and Deadlocked that the operational change requested be approved.
M/m/s/and did not receive a majority vote "that this case go to arbitration."

Case # B-Line
11-6-2610

Change Locals involved: 85, San Francisco, California
of 912, Watsonville, California
Operations

Company requests to close the Watsonville terminal and move the one piece of equipment to San Francisco because of lack of business.

DECISION: (Change of Operations Committee - Transcript Page 4 - 11/15/66)
The Chair observes that in the file of the committee there is a notation addressed to Verne Milton of the Western Conference of Teamsters indicating that the two Local Unions involved have agreed to this change. Based upon that statement it appears that the rules of the committee have been complied with and that the change is approved and made a matter of record.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # California Motor Express
11-6-2611

Clarification Local involved: 208, Los Angeles, California

For, and on behalf of Isaacs, the Local Union requests that Isaacs be assigned work at J. C. Christenson in accordance with his seniority, in compliance with the Change of Operations decision.

DISPOSITION: (Change of Operations Committee - Transcript Page 25 - 11/15/66)
Withdrawn.

Case # Consolidated Freightways
11-6-2612

Change of Operations Locals involved: 483, Boise, Idaho
741, Seattle, Washington
900, Pendleton, Oregon

The Company requests the right to:

- (1) Eliminate the assigned division runs between Seattle and La Grande.
- (2) Eliminate the assigned turnaround run between La Grande and Boise.
- (3) Freight normally moved on this operation will be routed through our Portland terminal for handling with any overflow being moved by other existing operations.

DISPOSITION: (Change of Operations Committee - Transcript Page 155 - 11/16/66)
Postponed.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Consolidated Freightways
11-6-2613

Change Locals involved: 148, Wenatchee, Washington
of 690, Spokane, Washington
Operations 741, Seattle, Washington

The Company requests the right to:

- (1) Eliminate the assigned turnaround run between Seattle and Wenatchee.
- (2) Eliminate the assigned turnaround run between Spokane and Wenatchee and/or Moses Lake.
- (3) Eliminate the Spokane domicile portion of the Seattle-Spokane operation.
- (4) Change the Seattle-Spokane operation to function on the basis of two per day, five days a week with the drivers being domiciled in Seattle.
- (5) Permit the Seattle-Spokane operation to be run:
 - (a) Directly between Seattle and Spokane, or
 - (b) Between Seattle and Spokane via Moses Lake and/or Wenatchee and/or other intermediate points.
- (6) Freight over and above these two runs may be moved on either extra schedules or other existing operations.

DISPOSITION: (Change of Operations Committee - Transcript Page 156 - 11/16/66)
Postponed.

Case # Consolidated Freightways
11-6-2614

Change Locals involved: 81, Portland, Oregon
of 900, Pendleton, Oregon
Operations

The Company requests the right to:

- (1) Eliminate the present division assigned runs between Portland and La Grande.
- (2) Eliminate the present assigned turnaround runs between La Grande and Boise.
- (3) Establish a Portland-Boise division operation with the drivers domiciled in Portland. This is to be run on the basis of five days per week.

DISPOSITION: (Change of Operations Committee - Transcript Page 157 - 11/16/66)
Postponed.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # D.C. International, Inc.
11-6-2615

Change of Operations Local involved: 146, Colorado Springs, Colorado

The Company is in the process of constructing a terminal facility at Fountain, Colorado, which is approximately twenty-four (24) miles from Pueblo and sixteen (16) miles from Colorado Springs. The construction of this terminal would entail the closing of the Pueblo, Colorado, and Colorado Springs, Colorado, terminals and merging these two operations into the Fountain, Colorado, facility, from which point both Pueblo and Colorado Springs would be served by pick-up and delivery and dock operations.

DECISION: (Change of Operations Committee - Transcript Page 103 - 11/15/66)
M/m/s/c/ the Chair will entertain a motion to approve the application as clarified on the record.

Case # D. C. International, Inc.
11-6-2616

Change of Operations Locals involved: 180, Los Angeles, California
961, Denver, Colorado

The Company proposes that the 300 Series will have preference of the eastbound loads destined L.A. to Denver, Detroit, Toledo and Cleveland, and if the 300 Series cannot protect the movement of these loads, the Detroit, Toledo and Cleveland loads may be given to a 600-700 Series team to go via the Chicago gateway.

The 600-700 Series domiciled in L.A. will handle eastbound trans-continental loads to points east of Denver by moving them through the K.C. gateway to North Bergen, Albany and Boston, and through the Chicago gateway to Buffalo, and Syracuse. There will be occasions when a 600-700 Series will pull a Detroit, Toledo or Cleveland load via Chicago. This would only be when there was an overflow of which the 300 Series could not handle.

DISPOSITION: Withdrawn without prejudice.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

* * * * *

Case # McLeod Trucking Inc.
11-6-2617

Change Locals involved: 70, Oakland, California
of 150, Sacramento, California
Operations 533, Sparks, Nevada

Closing of Oakland terminal. Terminal positions to be made available at other terminals of McLeod.

DECISION: (Change of Operations Committee - Transcript Page 92 - 11/15/66)
M/m/s/c/ the Chair will entertain a motion to approve the application as clarified on the record.

Case # Navajo Freight Lines, Inc.
11-6-2618

Change Locals involved: 468, Oakland, California
of 492, Albuquerque, New Mexico
Operations 710, Chicago, Illinois

The Company proposes to redomicile seventeen (17) tractors and thirty-four (34) drivers from Albuquerque to Chicago, Illinois, and establish a new run from Chicago to Bay Area Terminals via Highway U.S. 30 and Interstate 80.

DECISION: (Change of Operations Committee - Transcript Page 145 - 11/16/66)
M/m/s/c/ that in Case 11-6-2618 the operational change as presented and clarified on the record be approved and the displaced Albuquerque drivers any time within the 90 day period shall move to Chicago under the applicable articles of the agreement and their seniority shall be dovetailed with the drivers presently on the Chicago board; provided, however, the Chicago-domiciled drivers shall not be permitted to move freight between the Bay Area and Albuquerque except in those cases where a bona fide overflow situation exists.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O.N.C. Motor Freight System
11-6-2619

Change Locals involved: 235, Orange, California
of 542, San Diego, California
Operations

O.N.C. requests the following Change of Operations:

The Change of Operation moves to the Oceanside terminal of O.N.C. for delivery out of Oceanside all the freight going to those towns, cities and points served by O.N.C. commencing with Laguna Beach and all points south of Laguna Beach which are presently being serviced out of the Santa Ana terminal of O.N.C.

DECISION: (Change of Operations Committee - Transcript Page 2 - 11/15/66)
M/m/s/c/ based on the statements of the parties the Chair will entertain a motion to approve the case as filed.

Case # Pacific Intermountain Express Co., Inc.
11-6-2620

Change Locals involved: 81, Portland, Oregon
of 180, Los Angeles, California
Operations 222, Salt Lake City, Utah
468, Oakland, California
741, Seattle, Washington

As a result of an action by the Multi-Conference Committee the Company requests a Change of Operations to allow the Company to utilize Salt Lake City as a break point in its East-West operation.

DECISION: (Change of Operations Committee - Transcript Page 158 - 11/16/66)
M/m/s/and Deadlocked that the request of the Company be denied.

DECISION: (Main Committee - Transcript Page 452 - 11/17/66)
M/m/s/and Deadlocked that the operational change requested be approved.
M/m/s/and did not receive a majority vote that this case go to arbitration.

Case # Pacific Motor Trucking Co.
11-6-2621

Change Locals involved: 224, Los Angeles, California
of 381, Santa Maria, California
Operations

The Change of Operations agreed to by all present was that the Company has shown good cause to redomicile Mail Run #755 from Los Angeles, California to San Luis Obispo, California. The redomicile of this run should be accomplished as soon as possible.

DECISION: (Change of Operations Committee - Transcript Page 7 - 11/15/66)
M/m/s/c/ based upon the information in the record and Mr. Yandell's statements the Chair will entertain a motion to approve the change as outlined in the agenda on the basis of the agreement of the parties involved.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

* * * * *

Case # Pacific Motor Trucking Company
11-6-2622

Change Locals involved: 87, Bakersfield, California
of 150, Sacramento, California
Operations 224, Los Angeles, California

The Company wishes to change their operation to:

- A. Add two additional Sacramento to Bakersfield bid runs.
- B. Discontinue one bid run Bakersfield to Sacramento.
- C. Discontinue one relief run per week from Bakersfield to Sacramento.
- D. Add one relief run per week from Bakersfield to Los Angeles.

DECISION: (Change of Operations Committee - Transcript Page 107 - 11/16/66)
M/m/s/c/ in Case #11-6-2622 I move that the Company be authorized to redomicile its Bakersfield-Sacramento run to operate Sacramento-Bakersfield and that the Bakersfield driver have seniority on the redomiciled run under Article 5, Section 6 (e) of the Labor Agreement; this change to be effective no earlier than January 1st, 1967 unless otherwise mutually agreed between the Company and the Union.

Case # Rio Grande Motor Way, Inc.
11-6-2623

Change Locals involved: 222, Salt Lake City, Utah
of 961, Denver, Colorado
Operations

To change the Utah Division portion of the two bid schedules from Denver, Colorado to Salt Lake City, Utah.

DECISION: (Change of Operations Committee - Transcript Page 18 - 11/15/66)
M/m/s/c/ in Case #11-6-2623, Rio Grande Motor Way, Inc., Local 222, Salt Lake City, Utah and Local 961, Denver, Colorado, that the operational change be approved as filed and clarified on the record.

Case # Sites Silver Wheel Freightlines
11-6-2624

Change Locals involved: 81, Portland, Oregon
of 900, Pendleton, Oregon
Operations

The Company proposes to eliminate its short-line turnaround operations between La Grande and Enterprise. When freight is available the Company proposes to operate directly to Enterprise from Oregon.

DECISION: (Change of Operations - Transcript Page 5 - 11/15/66)
Based upon the letter referred to above it appears that the parties are in agreement and that the rules of the committee have been complied with. And it shall be determined that the operational change be approved and made a record.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # T.I.M.E. Freight, Inc.
11-6-2625

Change of Operations	Locals involved:	104, Phoenix, Arizona 180, Los Angeles, California 224, Los Angeles, California 577, Amarillo, Texas 886, Oklahoma City, Oklahoma 941, El Paso, Texas
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PART I: The present operation consists of the running of a maximum of 4 schedules per day, 6 days per week, Sunday through Friday, from Oklahoma City, Oklahoma to Los Angeles, California and return. We propose to bid on sleeper schedules out of Oklahoma City rather than to continue using the priority basis that we now have. This, in effect, would mean that the Company could operate either a regular board man at Los Angeles or a sleeper team as the destination and priority of the freight would determine.

PART II: T.I.M.E. Freight, Inc. desires to make a change in their present operation by establishing a sleeper cab operation between Oklahoma City, Oklahoma and Phoenix, Arizona to handle freight moving between these two points over a newly acquired route from Oklahoma City, Oklahoma over U.S. Highway 66 to Santa Rosa, New Mexico; thence over U.S. Highway 54 to Vaughn; thence over U.S. Highway 60 to Globe, Arizona; thence over U.S. Highway 60 to Phoenix, Arizona.

DECISION: (Change of Operations Committee - Transcript Page 26 - 11/15/66)
M/m/s/and Deadlocked that in Case 11-6-2625 the operational change as proposed by the Company and clarified on the record be approved, to be effective no earlier than December 15, 1966.

DECISION: (Main Committee - Transcript Page 452 - 11/17/66)
M/m/s/and Deadlocked that the operational change requested be approved.
M/m/s/and did not receive a majority vote "that this case go to arbitration."

Case # Lee Way Motor Freight, Inc.
11-6-2724

Change of Operations	Locals involved:	104, Phoenix, Arizona 224, Los Angeles, California 886, Oklahoma City, Oklahoma 941, El Paso, Texas 180, Los Angeles, California
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The sleeper operation between Los Angeles and Oklahoma City, over U.S. Highway 66 will consist of all traffic moved by the Company between Los Angeles, on the one hand, and on the other, points in Texas north of San Antonio and Houston. Except as stated immediately above, all traffic handled by the relays will continue to be handled as it has been in the past.

DECISION: (Change of Operations Committee - Transcript Page 71 - 11/16/66)
M/m/s/c/ that in Case #11-6-2724 the Company's application be approved as requested and clarified on the record with the further proviso that drivers at any of the respective terminals involved in this change who are laid off for lack of work during the first 90-day period immediately subsequent to the date this change is effected shall be afforded the same opportunity of transferring to Oklahoma City under the same conditions as those drivers who are displaced in the first instance and as provided for in points 2, 3, & 5 of the Company's proposal.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
 * * * * *

Case # Local 70, Oakland, California, and
 5-6-2377 Transcon Lines

Joint Council 7 Company has no right under the contract to reject referrals from
 Dispute the Hiring Hall.

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
 5-6-2378 Transcon Lines

Joint Council 7 Cases originally filed through Hiring Hall Committee. Hearings
 Dispute consolidated by agreement.
 Brotherhood of Teamsters, Local 70 wishes to refile Joint Council
 Labor Management Committee Case Numbers LD-1785 and LD-1789,
 in accordance with the decision of Joint Western Area Committee
 Case #5-5-1879.

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
 5-6-2449 Peters Truck Lines

Joint Council 7 On 12/20/65 at 1:00 p.m., a Redding line driver with Tractor 216
 Dispute and Vans 307 and 318 delivered a load of potatoes (900 bags) to
 Lucky Stores in San Leandro on Peters B/L 104112 from Louie
 Zenter of Hatfield, California. In order to get to Lucky Stores,
 Case # the unit had to pass by Peters Oakland terminal. After delivery
 5-6-2450 the driver returned to the Oakland yard for layover.
 5-6-2451

These specific incidents are clear violations of terminal by-passing
 to avoid using local men and paying local wages.

DISPOSITION: Cases #5-6-2449 - 2450 - 2451 were similar cases scheduled to
 be heard as one case. These were subsequently Settled and Withdrawn.

Case # Local 208, Los Angeles, California, and
 8-6-2494 California Motor Express

P & D The Local Union protests the submission of the bids in behalf of
 Dispute its members employed and working under the Master seniority list
 at this company.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Local 222, Salt Lake City, Utah, and
8-6-2508 Pacific Intermountain Express

P & D It is the Union's position that the short line men are not entitled to
Dispute perform any work at all on the dock on either Saturday or Sunday
until all other employees on the seniority list have received seven
full days. Since Masich is senior to Liddell, he should have been
entitled to the Sunday dock work at double time.

DISPOSITION: Postponed.

Case # Local 287, San Jose, California, and
8-6-2540 Universal Transport System

Cement Case #C-56-11: Driver Joseph Fonseca worked hauling aggregates
Dispute from Centerville area, Alameda County, to Pacific Ready Mix Co.,
Mountain View plant. He was paid \$3.15 per hour line, straight
time hourly rate in place of \$4.14 per hour, bunker to bunker rate
as per Appendix 'A' of the current Ready Mix Bldg. Materials Contract.

Note: Cases #C-56-12, 13, and 14 were similar claims.

DISPOSITION: Postponed.

Case # Local 468, Oakland, California, and
8-6-2544 Delta Lines

O-T-R Runarounds for Abbott, Zack, Goodpasture, Davis, Parker, Hilsmann,
Dispute Myers and Johnson. Union is claiming runarounds for these men
because the Company ran bid men in place of extra board men on
the weekend, which was not their bid.

DECISION: (Main Committee - Transcript Page 599 - 11/18/66)
M/m/s/c/ if the bid specifically says "Sunday, Tuesday and Thursday" on the three-week
and "Monday-Wednesday" on the two-trip week, then the claim of the Union be allowed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 551, Lewiston, Idaho, and
 8-6-2550 Garrett Freight Lines

O-T-R Local 551 and its members protest the Portland, Oregon-Moscow,
 Dispute Idaho bid which went into effect May 1, 1966, with drivers based
 at Portland, Oregon. The bid being: Portland to Moscow via
 Pasco-Colfax or Lewiston.

DISPOSITION: Settled and Withdrawn.

Case # Local 692, Long Beach, California, and
 8-6-2552 Pacific Intermountain Express

Tanker Al Hauser was first out on the rotating board and according to agreed
 Dispute on dispatch procedures should have taken this trip. Therefore, we
 are requesting pay to Hauser for a round trip to Holtville.

DISPOSITION: Settled and Withdrawn.

Case # Local 886, Oklahoma City, Oklahoma, and
 8-6-2554 Transcon Lines

O-T-R Ellis Yates and James Nutt enroute from Oklahoma City to Oakland
 Dispute March 19, 1966, and broke down at Tucumcari, New Mexico and
 were held with the equipment and making arrangements for repair
 1-1/3 hours before being released to go to hotel. Company refused
 to pay claim. This claim is for 1-1/3 hours.

DECISION: (Main Committee - Transcript Page 90 - 11/15/66)
 M/m/s/c/ that the claim of the Union be upheld based on past practice.

Case # Local 980, Santa Rosa, California, and
 8-6-2559 Willig Freight Lines

Joint Willig drivers spot vans at Fluor Company for loading by Flour
 Council 7 employees. Local 980 Willig drivers must do the loading or stand-by
 Dispute if Fluor employees do the loading.

DECISION: (Main Committee - Transcript Page 384 - 11/16/66)
 M/m/s/c/ that if Willig can prove to this committee with proper evidence that he has
 been doing this for the period of time that he claims, his position be upheld based on
 the Haslett decision from the National Committee. The practice we are talking about
 is the dropping of unattended trailers at Fluor Company.
 (This committee to retain jurisdiction until the next JWAC Meeting if not settled)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 983, Pocatello, Idaho, and
8-6-2560 Garrett Freightlines

O-T-R On May 16, 1966, a Pocatello domiciled sleeper team of drivers,
Dispute Wells and Dudley was dispatched from Pocatello to Denver via
Burley, Idaho. The team was to pick up a load of frozen at Burley
and take it on to Denver, but when they arrived at Burley, they found
that the load had already been moved from Burley to Pocatello and
accordingly, they were returned to Pocatello where they picked up
the load of frozen and proceeded on to Denver.

The Union claims that since the distance from Pocatello to Burley
is only 80 miles that the team was entitled to a 500 mile minimum
for this portion of the dispatch.

DISPOSITION: Withdrawn.

Case # Local 70, Oakland, California, and
8-6-2585 Navajo Freight Lines

Joint Union Position: Man should be paid a days pay when Company refused
Council 7 to use him after dispatch from Hiring Hall as casual.
Dispute

DISPOSITION: Postponed.

Case # Local 231, Bellingham, Washington, and
8-6-2594 O.N.C. Fast Freight

O-T-R Union objects to memo posted by O.N.C. at their Seattle terminal
Dispute dated May 25, 1966. Memo as follows: "All out-of-town drivers
at Seattle: Transportation is available at night to suitable eating
places in the terminal area. There are several all-night restaurants
available in the south end of Seattle. You are expected to eat at
Seattle on turn schedules and schedules going beyond this terminal
in order to speed up arrivals at destination points. The dispatcher
on duty will assign you transportation."

DISPOSITION: Settled and Withdrawn.

Case # Local 741, Seattle, Washington, and
8-6-2602 Sea Land Freight Service, Inc.

Inter- Does a rate posted by the Company give that Company the right to
tation violate the Sub-Contracting clause Article 32, National Master
Freight Agreement.

DECISION: (Main Committee - Transcript Page 397 - 11/17/66)

M/m/s/and Deadlocked that the claim of the Union be upheld.

M/m/s/and did not receive a majority vote "that this case go to arbitration."

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
11-6-2626 Burlington Truck Lines

P & D Oliver C. Turner states: On June 8, 1966 at 11:00 a.m., I was
Dispute notified not to report to work. At 7:30 p.m. I was called into work
to report at 8:00 p.m. My regular bid job is from 1:30 p.m. to
10:00 p.m., Monday thru Friday. The trailer that I worked that
night came into Denver at 1:30 p.m., 6/8/66, the time I go to work.

DISPOSITION: Postponed.

Case # Local 17, Denver, Colorado, and
11-6-2627 The Ringsby System

P & D Pete Lovato, a casual used by Ringsby is only being paid \$3.30 per
Dispute hour. He is not getting the extra .15¢ an hour.
Union claims .15¢ an hour, plus his other guarantee.

DECISION: (Committee for Local Operations - Transcript Page 7 - 11/15/66)
M/m/s/c/ due to the fact that Roy Lovato is not an employee of The Ringsby System,
I move that the claim of the Union be denied.

Case # Local 17, Denver, Colorado, and
11-6-2628 Rio Grande Motor Way, Inc.

P & D Charles Sherman states: On mechanics and helpers bringing trailers
Dispute from piggyback yard to Company terminal and unloading board and
then iron stanchions in yard of R.G.M. Fifteen trailers were unloaded
in course of 4 days. This work is out of mechanics jurisdiction, we
believe, as this was a continuation of a loaded trailer which had
been delivered.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
11-6-2629 Helphrey Motor Freight

P & D Local 81 is in dispute with Helphrey Motor Freight with their
Dispute formula of paying overtime to casual employees.

DECISION: (Committee for Local Operations - Transcript Page 138 - 11/16/66)
M/m/s/and Deadlocked that the claim of the Union be allowed.

Note: The Main Committee held jurisdiction of this case until the next JWAC Meeting.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 150, Sacramento, California, and
11-6-2630 Interlines Motor Express

P & D Union claims Filippi, Monson, Lickie, Gardner, Erwin, and Ritz,
Dispute are being worked a portion of the day as a loader and checker and
not being paid the higher rate of pay. Union requests Company re-
classify these men and compensate them at the highest rate of pay
in which they performed work since May 15, 1966.

DECISION: (Committee for Local Operations - Transcript Page 15 - 11/15/66)
M/m/s/c/ that the claims of Filippi, Monson, Mountain, Gardner, Erwin and Ritz
be allowed retroactive to August 1, 1966 when they perform the work of a checker.

Case # Local 190, Billings, Montana, and
11-6-2631 N.P. Transport

P & D Request 8 hours pay at time and one-half for Matt Stoltz for work
Dispute performed by a member outside the bargaining unit.

DISPOSITION: Settled and Withdrawn.

Case # Local 208, Los Angeles, California, and
11-6-2632 Aetna Freight Lines

P & D On 7-15-66, Aetna Freight Lines had Norman Young, a driver on
Dispute layoff due to lack of work. The Company used a non-unit driver
by the name of Wade Hyde to deliver a load on that day. I am claiming
a day's pay for July 15th, at \$3.59 per hour - 8 hours at \$3.59 -
Total claim \$28.72.

DECISION: (Committee for Local Operations - Transcript Page 26 - 11/15/66)
M/m/s/and Deadlocked that the claim of the Union be upheld.

Note: The Main Committee held jurisdiction of this case until the next JWAC Meeting.

Case # Local 208, Los Angeles, California, and
11-6-2633 American Transportation

P & D The Employer having refused to compensate Daniel J. Carrillo
Dispute for 15 minutes overtime July accumulated by Carrillo while in the
employ of the Employer on the date of August 11, 1966.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
11-6-2634 Consolidated Freightways, Inc.

P & D On July 12, 1966 at 7:30 p.m., I was told to punch out and to go home
Dispute by one of the Dock Foremen before Trailer #91-8457 which I used
that day was completely unloaded. A casual four hour dock man
unloaded the trailer. In my opinion it would have taken me 2-1/2
hours to have unloaded the above trailer.

DECISION: (Committee for Local Operations - Transcript Page 125 - 11/16/66)
M/m/s/c/ based on the facts in this case, I move that the claim of the Union be denied.
Note: Upon the report of the Sub-Committee for Local Operations being presented to
the Main Committee in Case #11-6-2634, the decision of the Committee for Local
Operations Sub-Committee was protested. The Main Committee upheld the decision
of the Sub-Committee for Local Operations.

Case # Local 208, Los Angeles, California, and
11-6-2635 Crescent Truck Lines

P & D On 8-5-66 the Company used an employee who is not a member of
Dispute Local 208 to go and unload a load of cookies at El Cajon. The
employee's name is Dale Atherton. We claim 1-1/2 hours at 1-1/2
times his rate, a total of \$8.07.

DECISION: (Committee for Local Operations - Transcript Page 120 - 11/16/66)
M/m/s/and Deadlocked that the claim of the Union be upheld.
Note: The Main Committee held jurisdiction of this case until the next JWAC Meeting.

Case # Local 208, Los Angeles, California, and
11-6-2636 Griley Security Freight Lines

P & D Local 208 on behalf of Marvin Harrell claims entitlement to 2-1/2
Dispute hours premium time when Company elected to dispatch a junior
driver ahead of Harrell who was available and qualified for the
dispatch assignment.

DECISION: (Committee for Local Operations - Transcript Page 35 - 11/15/66)
M/m/s/c that based on the facts presented in this case the claim of the Union be denied.

Case # Local 208, Los Angeles, California, and
11-6-2637 Milne Truck Lines

P & D Local 208 on behalf of Joseph J. Ciccone, requests establishment of
Dispute June, 1966 seniority date on the grounds that the Local Union is
entitled to proper notice of hire as outlined in Article 38, and that
the employee is entitled to privileges of regular employment since
the 30-day probationary period has been satisfied and casual status
dispeled under 13-day clause.

DECISION: (Committee for Local Operations - Transcript Page 69 - 11/15/66)
(Continued on Page #17)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
11-6-2637 Milne Truck Lines

P & D Continued - From Page #16
Dispute

DECISION: (Committee for Local Operations - Transcript Page 69 - 11/15/66)
M/m/s/c/ that Ciccone's seniority date shall be established as of the first day worked in the month of June, 1966. He shall go to work as soon as possible, provided he passes a physical examination. All money claims during the interim period are denied.

Case # Local 208, Los Angeles, California, and
11-6-2638 Milne Truck Lines

P & D Case #7953: Under authentic signatures of affected senior drivers,
Dispute claim is herewith instituted for such drivers for all monies earned by junior drivers on or after August 6, 1966, as outlined in Article 48, Section 10.

Case #7954: Local 208 on behalf of James Griffin, et al, protests the action of the Union in support of claim of senior drivers who are not entitled to premium day overtime per contract due to past practice of rotation.

DECISION: (Committee for Local Operations - Transcript Page 78 - 11/15/66)
M/m/s/c/ that the Company practice of allocating premium day work by rotation be continued until such time as otherwise mutually agreed.

Case # Local 208, Los Angeles, California, and
11-6-2639 Milne Truck Lines

P & D Local 208 on behalf of Joseph J. Ciccone, claims entitlement to
Dispute \$27.72 representing loss sustained on August 17, 1966, when Ciccone, who has a deadlocked grievance case concerning his June 10, 1966 hire date, was called in for purpose of hire with proviso that he submit to safety center physical, and make new application to supercede his application of June 19th, and was refused actual work opportunity when he questioned such devious means of undermining the existing grievance.

DISPOSITION: (Main Committee - Transcript Page 703 - 11/18/66)
Withdrawn by Union.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 208, Los Angeles, California, and
11-6-2640 Signal Trucking

P & D My seniority date is 7-22-1958 and they have been starting L. Lawson
Dispute ahead of me since January 1st of this year. This is a gross violation of my seniority rights as per contract and request the Company start me in my proper place on the seniority list and reimburse for all times they started a junior man in my stead. Claim is for \$870.32.

DECISION: (Committee for Local Operations - Transcript Page 42 - 11/15/66)
M/m/s/c/ based on the particular circumstances in this case the claim of the Union be denied.

Case # Local 208, Los Angeles, California, and
11-6-2641 Western Gillette

P & D Company wants to abolish 7 heavy-duty positions at 9:30 a.m.
Dispute Post 4 H.D. positions at 7:30 a.m. and either let the remainder of 3 H.D. bump into starting times and job positions as their seniority holds. The position of Local 208 is that these jobs, positions and starting times were already bid and good for one year and that they should not be changed.

DECISION: (Committee for Local Operations - Transcript Page 110 - 11/16/66)
M/m/s/c/ that the Company notify the Union of the necessity to change start times or number of employees on a start time prior to the posting of such bid necessary, and that the position of the Union in this case be denied. Further, this does not allow the Company to indiscriminately change the start times or number of men on a particular shift.

Case # Local 208, Los Angeles, California, and
11-6-2642 Western Transportation Company

P & D On Saturday 7-30-66, West Transco, a house account of Western
Dispute Transportation, worked R. Wells instead of calling in Roy Serrato who is a senior man to Wells. Therefore, he is claiming 8 hours at one and one-half times at \$3.59 per hour, or 8 hours @ \$5.39.

DECISION: (Committee for Local Operations - Transcript Page 58 - 11/15/66)
M/m/s/and Deadlocked that the position of the Union be upheld.
Cases #11-6-2642 and #11-6-2643 were heard as one case.
Note: The Main Committee held jurisdiction of this case until the next JWAC Meeting.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
11-6-2643 Western Transportation Company

P & D On Friday, 7-22-66, Western Transportation laid Samuel Allender
Dispute off and brought in Wilbur Wilson junior man on a West Transco
account. He claims 8 hours pay at \$3.46-1/2 hour. For the
8 hours - Total claim \$27.72 .

DECISION: (Committee for Local Operations - Transcript Page 58 - 11/15/66)
This case was heard as one with Case #11-6-2642. Same decision applies.

Case # Local 222, Salt Lake City, Utah, and
11-6-2644 Union Pacific Railroad Company

P & D On Saturday, August 27, 1966, the Company had more short line
Dispute work than it had men available who had requested Saturday work.
The Company began calling men in reverse seniority order and
required driver Roger K. Richards, a regular heavy duty driver,
to work short line on the Saturday. The Company paid him straight
time for the first eight hours and overtime for the remaining time
worked.

It is the Union's position that the Company could not compel Richards
to work on the Saturday at straight time.

DISPOSITION: Settled and Withdrawn.

Case # Local 357, Los Angeles, California, and
11-6-2645 Dart Transportation

Office Complaint By Wallis: "Typing warehouse unloading report (OS & D)
Dispute receiving callers and directing them to departments as requested.
I have also been doing manifesting. I have been performing these
duties (except the warehouse unloading OS&D report) for at least
three (3) years.

I am now asking for the difference in scale from Group II to Group III
only from the time I have been performing these duties under the
July 1, 1964 contract. Hours claimed: 3600 for \$792.00.

DECISION: (Committee for Local Operations - Transcript Page 84 - 11/15/66)
M/m/s/c/ that Wallis be placed in Group III and any work diverted to non-Union
employees be returned and that Wallis be reimbursed with back pay to January 1, 1966.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 439, Stockton, California, and
11-6-2646 Miles Motor Transport Service

P & D Union claims Company should compensate driver Thompson for
Dispute monies lost due to improper method of pay on 7th consecutive day,
Sunday work on 6-26-66.

DISPOSITION: (Committee for Local Operations - Transcript Page 96 - 11/16/66)

Note: Subsequently this case was Settled and Withdrawn.

Case # Local 439, Stockton, California, and
11-6-2647 Miles Motor Transport System

P & D Union claims 4-1/2 hours pay for the time a full load driver helped
Dispute load the trucks and did hostler work. This is strictly local work.

DISPOSITION: Settled and Withdrawn.

Case # O.N.C. Fast Freight, and
11-6-2648 Local 741, Seattle, Washington

Master The Company wishes to protest the action taken by Teamsters
Dispute Local 741 by means of their letter dated June 27, 1966 addressed
to Robert R. Congdon and other employees of O.N.C. regarding
lead men.

DISPOSITION: (Main Committee - Transcript Page 473 - 11/17/66)

Postponed.

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE

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Case #

11-6-2649 (L-481) FRANK E. BRUSO, member of Local 961, Denver, Colorado. Employee of Ruan Transport Corporation. Request is for a period of sixty (60) days, effective August 22, 1966, for the purpose of trying out as Dispatcher at the Denver terminal.

DECISION: (Sub-Committee - Transcript Page 162 - 11/17/66) Request Approved.

(L-482) ERNEST CASTANEDA, member of Local 208, Los Angeles, California. Employee of Gilbert Carrier Corp. Request is for a period of ninety (90) days, effective September 6/66 for the purpose of company working Foreman.

DECISION: (Sub-Committee - Transcript Page 153 - 11/17/66) Request Approved.

(L-483) ELMER CARSON, member of Local 17, Denver, Colorado. Employee of P.I.E. Request is for a period of thirty (30) days, effective August 1, 1966, for the purpose of performing bill routing duties.

DECISION: (Sub-Committee - Transcript Page 154 - 11/17/66) Request Approved.

(L-484) LEONARD CROWE, member of Local 533, Reno, Nevada. Employee of Wells Cargo, Inc. Request is for a period of ninety (90) days, effective July 25, 1966, for the purpose of trying out as Dispatcher.

DECISION: (Sub-Committee - Transcript Page 155 - 11/17/66) Request Approved.

(L-485) KENNETH GADDIS, member of Local 235, Orange, California. Employee of Oertly Bros. Request is for a period of ninety (90) days, effective September 19, 1966, for the purpose of working for the Local Union in the capacity of Business Agent.

DECISION: (Sub-Committee - Transcript Page 156 - 11/17/66) Request Approved.

(L-486) JOSEPH J. GAGNE, member of Local 357, Los Angeles, California. Employee of Asbury Transportation Company. Request is for a period of ninety (90) days, effective August 8, 1966, for the purpose of assuming the duties of Dock Foreman for the above company.

DECISION: (Sub-Committee - Transcript Page 157 - 11/17/66) Request Approved.

(L-487) R. R. GUERRA, member of Local 208, Los Angeles, California. Employee of Pacific Motor Trucking Co. Request is for a period of thirty (30) days, effective August 22, 1966, for the purpose of Supervisor in Company Operations Department.

DISPOSITION: (Sub-Committee - Transcript Page 158 - 11/7/66) Request Withdrawn.

(Continued)

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REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
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Case #

11-6-2649 (L-488) ALBERT KASTE, member of Local 357, Los Angeles, California. Employee of Universal Carloading. Request is for a period of thirty (30) days, effective August 7, 1966, for the purpose of Union Official Business.
DECISION: (Sub-Committee - Transcript Page 159 - 11/17/66) Request Approved.

(L-489) DON R. MATHES, member of Local 357, Los Angeles, California. Employee of Real Transportation Company. Request is for a period of ninety (90) days, effective August 8, 1966, for the purpose of accepting an exempt position (Dispatcher).
DECISION: (Sub-Committee - Transcript Page 160 - 11/17/66) Request Approved.

(L-490) HOWARD D. STUDDT, member of Local 357, Los Angeles, California. Employee of I. M. L. Freight, Inc. Request is for a period of ninety (90) days (not to exceed) effective September 7, 1966, for the purpose of training for Supervisory, non-Union position.
DECISION: (Sub-Committee - Transcript Page 161 - 11/17/66) Request Approved.

(L-491) RAYMOND TODD, member of Local 17, Denver, Colorado. Employee of Fleet Distributing Service, Inc. Request is for a period of thirty (30) days, effective August 2, 1966, for the purpose of working as a Dock Foreman.
DECISION: (Sub-Committee - Transcript Page 162 - 11/17/66) Request Approved.

(L-492) ROBERT C. WALLER, member of Local 17, Denver, Colorado. Employee of Salt Creek Freightways. Request is for a period of ninety (90) days, effective August 1, 1966, for the purpose of assuming the duties of Dock Foreman.
DECISION: (Sub-Committee - Transcript Page 163 - 11/17/66) Request Approved.

(L-493) ROBERT L. WHITE, member of Local 692, Long Beach, California. Employee of M & M. Transfer Company. Request is for a period of ninety (90) days, effective September 6, 1966, for the purpose of performing the duties of a Dispatcher.
DECISION: (Sub-Committee - Transcript Page 164 - 11/17/66) Request Approved.

(L-494) GLENN WOODS, member of Local 357, Los Angeles, California. Employee of The Ringsby System. Request is for a period of ninety (90) days, effective August 1, 1966, for the purpose of assuming the duties of Supervisor.
DECISION: (Sub-Committee - Transcript Page 165 - 11/17/66) Request Approved.

(Continued)

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE

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Case #

11-6-2649 (L-495) WILFRED PETERS, member of Local 741, Seattle, Wash. Employee of Oregon-Nevada-California Fast Freight. Request is for a period of ninety (90) days, effective September 19, 1966, for the purpose of taking a Supervisory position at Astoria, Oregon.
DECISION: (Sub-Committee - Transcript Page 166 - 11/17/66) Request Approved.

(L-496) ALBERT ROSE, member of Local 287, San Jose, California. Employee of Shamrock Truck Lines. Request is for a period from October 1, 1966 to December 31, 1966, for the reason he is still disabled as the result of industrial accident. Original leave of absence granted for 90 days by the Executive Board on July 15, 1966, NOTE: The original Leave of Absence mentioned above was "Improper before the committee" at the August, 1966 JWAC Meeting. (Refer to L-468) (#8-6-2514).

DECISION: (Sub-Committee - Transcript Page 167 - 11/17/66) Improper before this committee and no action is necessary.

(L-497) LAURENCE R. RAYMOND, member of Local 741, Seattle, Washington. Employee of L. A. Seattle Motor Express, Inc. Request is for a period of ninety (90) days, effective September 19, 1966, for the purpose of qualifying for Management position of Line Driver Supervisor.

DECISION: (Sub-Committee - Transcript Page 168 - 11/17/66) Request Approved.

(L-498) HOWARD P. SKIDMORE, member of Local 357, Los Angeles, California. Employee of Coast Cartage Co. Request is for a period of sixty (60) days, effective October 7, 1966, for the purpose of non-Union position with Coast Cartage Co. as Dock Supervisor.

DECISION: (Sub-Committee - Transcript Page 169 - 11/17/66) Request Approved.

(L-499) RAMIRO S. LEGASPI, member of Local 208, Los Angeles, California. Employee of Imperial Truck Lines, Inc. Request is for a period of ninety (90) days effective September 26, 1966, for the purpose of working as a Dispatcher.

DECISION: (Sub-Committee - Transcript Page 170 - 11/17/66) Request Approved.

(L-500) WILBURN E. BILLINGTON JR., member of Local 357, Los Angeles, California. Employee of Lee Way Motor Freight, Inc. Request is for a period of ninety (90) days, effective October 10, 1966, for the purpose of accepting a Foreman Trainee job.

DECISION: (Sub-Committee - Transcript Page 171 - 11/17/66) Request Approved.

(Continued)

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REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE

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Case #

11-6-2649 (L-501) EUGENE McMINN, member of Local 357, Los Angeles, California. Employee of Wescar Terminals, Inc. Request is for a period of ninety (90) days, effective October 17, 1966, for the purpose of a non-covered position as Supervisor.

DECISION: (Sub-Committee - Transcript Page 172 - 11/17/66) Request Approved.

(L-502) JAMES PICCININI, member of Local 980, Santa Rosa, California. Employee of Walkup's Merchants Express. Request is for a period of ninety (90) days, effective October 11, 1966, for the purpose of continuing a non-covered position with company.

DECISION: (Sub-Committee - Transcript Page 173 - 11/17/66) Request Denied. M/m/s/c/ that Mr. Piccinini must return to work on or before November 21st or forfeit his seniority within the bargaining unit.

(L-503) DONALD G. STROMBERG, member of Local 104, Phoenix, Arizona. Employee of Consolidated Freightways. Request is for a period of forty (40) days, effective September 12/66, for the purpose of completion of requirements for a Bachelor's Degree from Arizona State University.

DECISION: (Sub-Committee - Transcript Page 175 - 11/17/66) Request requires no action by this committee.

(L-504) B. L. BRAUN, member of Local 357, Los Angeles, Calif. Employee of Consolidated Freightways. Request is for a period of ninety (90) days, effective October 3, 1966, for the purpose of performing the duties of Dispatcher in Linehaul Dispatch.

DECISION: (Sub-Committee - Transcript Page 176 - 11/17/66) Request Approved.

(L-505) PERCY S. COLSON, member of Local 224, Los Angeles, California. Employee of Post Transportation Co. Request is for a period of thirty-six (36) days, effective September 26, 1966, for the purpose of relieving Dispatcher.

NOTE: Previous Leave of Absence commencing April 1/65 for a period of 30 days was granted during the August, 1965 JWAC Meetings. Refer Case #8-5-1988 - L-350.

DECISION: (Sub-Committee - Transcript Page 177 - 11/17/66) Request Approved.

(L-506) HOWARD BARRETT, member of Local 533, Reno, Nevada. Employee of Wells Cargo, Inc. Request is for a period of ninety (90) days, effective September 8, 1966, for the purpose of Dispatching.

DECISION: (Sub-Committee - Transcript Page 178 - 11/17/66) Request Approved.

(Continued)

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE

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Case #

11-6-2649 (L-507) BILL HAROLD HARTER, member of Local 542, San Diego, California. Employee of Imperial Truck Lines, Inc. Request is for a period of ninety (90) days, effective October 17, 1966, for the purpose of working as a Salesman.
DECISION: (Sub-Committee - Transcript Page 179 - 11/17/66) Request Approved.

(L-508) CLARENCE WILLIAM JUSTICE, member of Local 467, San Bernardino, California. Employee of Paxton Trucking. Request is for a period of ninety (90) days, effective October 28, 1966, for the purpose of taking a non-covered position with Paxton Trucking in the capacity of Dispatcher.
DECISION: (Sub-Committee - Transcript Page 180 - 11/17/66) Request Approved.

(L-509) CHARLES KURTEK, member of Local 310, Tucson, Arizona. Employee of Western Truck Lines. Request is for an indefinite period of time, effective September 26, 1966, for the purpose of taking a non-covered unit Salesman job for the company.
DECISION: (Sub-Committee - Transcript Page 181 - 11/17/66) Request Approved for 90 days only (September 26th to December 23rd, 1966) in compliance with the rules.

(L-510) ROBERT W. McINTYRE, member of Local 224, Los Angeles, California. Employee of Norco Transportation Company. Request is for a period of ninety (90) days, effective August 1, 1966, for the purpose of working in shop as a service man for same company.
DECISION: (Sub-Committee - Transcript Page 182 - 11/17/66) Request Approved

(L-511) MANUEL GARCIA, member of Local 150, Sacramento, California. Employee of Pacific Motor Truck. Request is for a period of ninety (90) days, effective November 1, 1966, for the purpose of going to work as a Supervisor for Pacific Motor Truck.
DECISION: (Sub-Committee - Transcript Page 183 - 11/17/66) Request Approved.

(L-512) WILLIAM L. LOGAN, member of Local 357, Los Angeles, California. Employee of D..C. International, Inc. Request is for a period of thirty (30) days, effective November 1/66 for the purpose of accepting salaried position of Dock Foreman.
DECISION: (Sub-Committee - Transcript Page 184 - 11/17/66) Request Approved.

(L-513) SAM McALLISTER, member of Local 357, Los Angeles, California. Employee of O.N.C. Motor Freight. Request is for a period of ninety (90) days, effective November 9/66 for the purpose of Union business.
DECISION: (Sub-Committee - Transcript Page 185 - 11/17/66) Request Approved.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
11-6-2650 California Motor Express

Joint Council 7 Dispute If the Company uses a heavy-duty driver from the Hiring Hall, then either -

- (1) The senior bobtail driver who is qualified for HD should be given the HD work (the hall man getting the bobtail work)
- Or
- (2) The senior bobtail driver who is qualified for HD can be left on the bobtail job but must be paid the heavy-duty rate of pay.

DISPOSITION: (Main Committee - Transcript Page 612 - 11/18/66)
Postponed.

Case # Local 70, Oakland, California, and
11-6-2651 Coast Drayage

Joint Council 7 Dispute Company uses sub-haulers who leave the terminal before regulars start. Union requests this practice be stopped and that all employees who have lost wages over the period of time this practice has been in existence be justly compensated.

DECISION: (Main Committee - Transcript Page 113 - 11/15/66)
M/m/s/c/ that where the Company has used subhaulers on local work and using those people before the 8:00 o'clock starting time, that in those instances the claim of the Union be upheld, retroactive sixty days upon proper showing.

Case # Local 70, Oakland, California, and
11-6-2652 Coast Drayage

Master Dispute Coast uses owner-operators to deprive local men of work. Union requests the Company to cease using owner-operators; also requests wages at the applicable rates be paid to Local 70 men who should have been utilized and owner-operators be compensated with fringe benefits and back wages according to the contract.

DECISION: (Main Committee - Transcript Page 126 - 11/15/66)
M/m/s/and Deadlocked in Case #11-6-2652 that there was no subterfuge involved and therefore no pay claims allowed. However, the Company be instructed to comply with the terms of the subcontracting clause.
M/m/s/ and did not receive a majority vote "that this case go to arbitration."

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 70, Oakland, California, and
11-6-2653 Coast Drayage

Master Union requests that Company reimburse Hogrefe for attorney fees,
Dispute travel costs, meals, time off work and all other costs incurred
when Hogrefe defended himself on the hit and run charge.

DECISION: (Main Committee - Transcript Page 159 - 11/15/66)
M/m/s/and Deadlocked that the claim of the Union be denied.
M/m/s/ and did not receive a majority vote "that this case go to arbitration."

Case # Local 70, Oakland, California, and
11-6-2654 Haslett Trucking Company

Joint Whether Codeglia, with 19 years of seniority, can take all four
Council 7 weeks of vacation and receive all four weeks of pay if the vacation
Dispute is taken prior to his anniversary date.

DISPOSITION: Withdrawn.

Case # Local 70, Oakland, California, and
11-6-2655 Los Angeles-Seattle Motor Express

Joint Summation of Union Position: It is not necessary to work 13 days
Council 7 in a calendar month in order to qualify for holiday and vacation benefits.
Dispute

Summation of Employer Position: Employees not on leave of absence
qualify for holiday and vacation benefits by working 13 days in a
calendar month.

DECISION: (Main Committee - Transcript Page 379 - 11/16/66)
M/m/s/c/ the claim of the Union be denied.

Case # Local 70, Oakland, California, and
11-6-2656 O.N.C.

Joint Union claims O.N.C. is discriminating against George Delacruz
Council 7 because of his Union activities in the past while employed at O.N.C.
Dispute Company now refuses to use Delacruz as a casual out of the Hiring
Hall. Union requests pay for each day that other casuals were used
in place of Delacruz.

DECISION: (Main Committee - Transcript Page 321 - 11/16/66)
M/m/s/c/ that the claim of the Union be upheld. That the employee receive a day's pay
for each day that he was listed on the Hiring Hall list and O.N.C. called up the Hiring
Hall for men on that day and he would be normally dispatched. And that the Company has
a right on the basis of his previous record to reject him as a steady employee.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 70, Oakland, California, and
11-6-2657 O . N . C.

Joint Letter arrived June 6, 1966 after Melton had been sent from the
Council 7 Hiring Hall to O.N.C. He was refused employment and the Union
Dispute requests a day's pay.

DECISION: (Main Committee - Transcript Page 337 - 11/16/66)
M/m/s/c/ due to the fact that the letter of rejection was not received by the Hiring
Hall prior to dispatch, that the man be paid one day's pay.

Case # Local 70, Oakland, California, and
11-6-2658 Transcon Lines

Joint On weekends (Saturday & Sunday) Company refuses to put hostler on
Council 7 duty to hostile line equipment. Union requests day's pay for each
Dispute shift that this was done and for the Company to put local people on
this job in the future.

Interpre-
tation

DISPOSITION: Postponed.

Case # Local 70, Oakland, California, and
11-6-2659 Wells Cargo

Joint Union requests pay for Local 70 men when Reno based driver make up
Council 7 and break up their equipment and fuel their tractors in the Berkeley yard.
Dispute

DISPOSITION: Postponed.

Case # Local 81, Portland Oregon, and
11-6-2660 Consolidated Freightways

Master Local 81 is in dispute with Consolidated Freightways over their
Dispute refusal to return Mr. Zenger to the Over-The-Road operation. Since
a slight cardiac infraction in 1963, Mr. Zenger has worked for
Consolidated Freightways as a hostler.

The Company contends that complainant had requested and had been
granted a transfer to the Hostling Department. That hostling and
line drivers had worked on a separate seniority list, and the complainant
had acquired over three years hostling seniority and that when he
transferred to that department, he had lost his line driving seniority.

DECISION: (Main Committee - Transcript Page 600 - 11/18/66)
M/m/s/c/ that Zenger be allowed to transfer to the road board but he will go to the bottom
of the board in view of the fact that he has worked in another department.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
11-6-2661 Consolidated Freightways

Master Local 81 is in dispute with Consolidated Freightways for arbitrarily
Dispute discontinuing rating the drivers copy of his pay form.

DECISION: (Main Committee - Transcript Page 602 - 11/18/66)
M/m/s/c/ the Company is in compliance with the contract and the intention of the Company
is to apply this uniformly throughout their system.

Case # Local 81, Portland, Oregon, and
11-6-2662 Consolidated Freightways, Inc.

O-T-R The Union contends that the Company subcontracted equipment to
Dispute O.N.C. while its own drivers were available, while only nine men
on the extra board at C.F. worked that night; April 27th and April 28th,
1966, and when C.F. had equipment available.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
11-6-2663 O.N.C. Fast Freight

O-T-R Local Union protests Company rejection of time claimed by Larry
Dispute Finkle on pay form #219372 on August 20, 1966. Union contends that
on that date the complainant had been requested to perform certain
services for the Company and that when he had recorded a fifteen
minute claim the Company had declined payment.

DECISION: (Main Committee - Transcript Page 650 - 11/18/66)
M/m/s/c/ that when the items previously determined by the JWAC which come under
check and fuel exceed thirty minutes the actual time is to be paid when properly itemized
by the driver.

Case # Local 81, Portland, Oregon, and
11-6-2664 O.N.C. Fast Freight

O-T-R Local 81 is claiming 2 hours runaround pay for driver George Bakke
Dispute from O.N.C. incurred through improper dispatching on June 16, 1966.

DECISION: (Main Committee - Transcript Page 668 - 11/18/66)
M/m/s/c/that the claim be allowed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 85, San Francisco, California, and
11-6-2665 Call-Mac Transportation

Joint Union claims four days pay when Wegg was on layoff and runaround
Council 7 by B. Mackey who is junior to Wegg.
Dispute

DISPOSITION: Settled and Withdrawn.

Case # Local 85, San Francisco, California, and
11-6-2666 Welding Service Sales

Joint Local 85 wishes to know whether the wording of the notice issued to
Council 7 Mraz is proper under the terms of the agreement.
Dispute

DECISION: (Main Committee - Transcript Page 107 - 11/15/66)
M/m/s/c/ that this case is improper before this committee.

Case # Local 104, Phoenix, Arizona, and
11-6-2667 T.I.M.E. Freight, Inc.

Interpre- Part 'A' (JSC-338 - 340 through - 3470:
tation Money claims for meal stops for several drivers for "Ammo" loads.

Part 'B' (JSC-349 through - 352)

 Claim for premium mileage rate for three drivers (escorts for
 "Ammo" loads.

DECISION: (Main Committee - Transcript Page 366 - 11/16/66)
M/m/s/and Deadlocked the claim of the Union be upheld.
M/m/s/ and did not receive a majority vote "that this case go to arbitration."

Case # Local 104, Phoenix, Arizona, and
11-6-2668 Watson-Wilson Transportation System, Inc.

O-T-R JSC-361 and JSC-362 were considered as one because of principle
Dispute involved. Money claims for premium mileage rate for two drivers.
 The Union claims these trips should carry the Class 'A' extended
 rate of one-half cent per mile penalty payment.
 The Company does not agree with the Union position in these cases
 because the type of cargo would not carry penalty premium.

DECISION: (Main Committee - Transcript Page 428 - 11/17/66)
M/m/s/c/ that in view of the evidence in this case the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 150, Sacramento, California, and
11-6-2669 Delta Lines, Inc.

Interpre- On July 1, 1966 Delta Lines, Inc. arbitrarily adjusted mileages
tation historically in effect between 22 stations. Such adjustments range from
1 mile to 19 miles. Each of these adjustments could on any given
night effect Sacramento based line drivers.

Local 150 was not notified that the Company was in dispute with the
established mileages and desired to review them. Local 150 was not
aware that any changes were contemplated by the Company until
contacted by aggrieved members after they received their first pay
subsequent to July 1, 1966.

DECISION: (Main Committee - Transcript Page 175 - 11/15/66)
M/m/s/c/ that the case as filed is improper before this committee because it is not
interpretive and is a factual case.

Case # Local 180, Los Angeles, California, and
11-6-2670 Los Angeles-Seattle Motor Express

O-T-R Local 180 takes the position that Los Angeles-Seattle Motor Express
Dispute owes Howard Puryear and Frank Hall the difference in mileage between
Redding, California and Portland, Oregon on trip 6-14-66 to 6-16-66,
at the applicable rate of pay.

DECISION: (Main Committee - Transcript Page 676 - 11/18/66)
M/m/s/c/ if drivers Puryear and Hall were dispatched on a Corning turn, based on the
facts in this particular case, the claim of the drivers be denied.

Case # Local 180, Los Angeles, California, and
11-6-2671 Milne Truck Lines

O-T-R Local 180 takes the position that the Company owes Eddie Barragan
Dispute and Frank Garcia one Tucson trip on July 26, 1966.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
11-6-2672 Navajo Freight Lines, Inc.

Seniority Local 180 takes the position that Gaylen Dowd should be placed on the seniority list at Navajo Freight Lines, due to the fact that he worked for this Company for 30 days.

DISPOSITION: Settled and Withdrawn.

Case # Local 180, Los Angeles, California, and
11-6-2673 Pacific Intermountain Express

O-T-R Local 180 takes the position that R.W. Bangham should be paid for a
Dispute round trip to Chicago.

DECISION: (Main Committee - Transcript Page 550 - 11/17/66)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 180, Los Angeles, California, and
11-6-2674 Pacific Intermountain Express

O-T-R Local 180 takes the position that P.I.E. owes R.W. Bangham 16-1/2
Dispute hours runaround time at the rate of \$3.25 per hour, on July 21, 1966.

DECISION: (Main Committee - Transcript Page 555 - 11/17/66)
M/m/s/c/ based on the facts in this case that the pay claim be allowed.

Case # Local 180, Los Angeles, California, and
11-6-2675 Pacific Intermountain Express

O-T-R Local 180 takes the position that Earl E. Woodard and partner should
Dispute be paid for the difference in mileage between Salt Lake City and Minneapolis, Minnesota via proper P.I.E. routing. This is an eastern board team and they were cut off in Salt Lake City with a load going to Minneapolis, Minnesota.

DECISION: (Main Committee - Transcript Page 568 - 11/18/66)
M/m/s/c/ based on the controlling decision by the Multi-Conference Committee and the fact that the operation was stopped on August 30, this claim be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
11-6-2676 Pacific Intermountain Express

O-T-R Local 180 takes the position that P.I.E. owes Sam Grace and Lee
Dispute Brooks 24 hours pay at the rate of \$3.15 per hour, a total sum of
\$75.60 due each man. They departed Los Angeles for Salt Lake City
on June 18, 1966, with Salt Lake City lay-point. They had enough
hours to return to Los Angeles but they were sent to Seattle. They
were held in Seattle for 24 hours without pay. Therefore, they are
entitled to be paid the time.

DISPOSITION: Settled and Withdrawn.

Case # Local 180, Los Angeles, California, and
11-6-2677 Transcon Lines

O-T-R Local 180 takes the position that the Company owes Charles S. Davis
Dispute \$8.48 due him for meals while tying up because of the hours of
darkness while running with a permit load that could move by daylight
hours only.

DISPOSITION: Settled and Withdrawn.

Case # Local 180, Los Angeles, California, and
11-6-2678 Transcon Lines

O-T-R It is the position of Local 180 that the Company owes Otis R. Black
Dispute and D. F. Weeden, 5/12 of one hour at the rate of \$3.25 per hour,
a total sum of \$1.35 due each man. On trip July 8, 1966, through
July 10, 1966, this team was sent out of Oklahoma City low on fuel
because of a over-load on drive axle. They were required to take on
fuel in route to make the regular fuel stop. The place where they took
on fuel was not a fuel stop, but they were authorized to do so on
their original driving orders.

DECISION: (Main Committee - Transcript Page 684 - 11/18/66)
M/m/s/and Deadlocked the claim of the Union be upheld.
M/m/s/ and did not receive a majority vote "that this case go to arbitration."

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
11-6-2679 California Trucking Association

Interpre- Local 208 disagrees with the interpretation the California Trucking
tation Association ascribed to Article 52 of the Supplemental Freight
Agreement, under which interpretation some trucking firms claim
entitlement to omit pension contributions on certain casual employees.

DECISION: (Main Committee - Transcript Page 71 - 11/14/66)
M/m/s/c/ the case is improper before the committee.

Case # Local 208, Los Angeles, California, and
11-6-2680 No Company Involved

Interpre- The Local Union wishes to have Article 42 interpreted as to the
tation meaning of Employers in setting up the Joint State Committee. Does
it mean that a trucking Employer must be selected as a panel member
or can the California Trucking Association have professional people
sitting in place of the Employer ?

DISPOSITION: Withdrawn.

Case # Local 208, Los Angeles, California, and
11-6-2681 No Company Involved

Interpre- The Local Cartage wage scale is \$3.59 per hour. Is a Company
tation entitled to reduce that wage scale when a driver goes outside
territorial jurisdiction of the Local Union, reducing that wage by
virtue of claiming that this is short-line work, thereby \$3.46 per
hour, with no overtime provision for Saturday?

DECISION: (Main Committee - Transcript Page 622 - 11/18/66)
M/m/s/and Deadlocked that the Union's interpretation of this contract be upheld.
M/m/s/ and did not receive a majority vote "that this case go to arbitration."

Case # Local 208, Los Angeles, California, and
11-6-2682 No Company Involved

Interpre-
tation

DISPOSITION: This case is a duplication of Case #11-6-2681.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 208, Los Angeles, California, and
11-6-2683 California Trucking Association

Interpre- When a Company has 16 regular drivers with 16 regular trucks, and
tation 16 regular runs and/or positions, and at a later date as the regular
drivers quit or are terminated or transferred to another terminal
of the same Company in another local area, can the Company dispose
of the regular truck and hire an owner-operator to do the regular
run or position which was normally performed by the regular driver?

DECISION: (Main Committee - Transcript Page 84 - 11/14/66)
M/m/s/c/ this case is improper before this committee.

Case # Local 208, Los Angeles, California, and
11-6-2684 Transcon Lines

Interpre- After the annual bid, can the Employer take stops off a bid run that
tation at the time of bidding these runs contained certain pickup? The
Employer is taking the regular run, regular stops off and giving
them to a shag driver and bringing the regular run drivers in,
thereby depriving him of his overtime.

DECISION: (Main Committee - Transcript Page 634 - 11/18/66)
M/m/s/c/ that the Union's claim be denied in that the Company is complying with the
bidding requirements of the contract, and it is the decision of this committee that they
are not required to bid stops.

Case # Local 208, Los Angeles, California, and
11-6-2685 Willig Transportation

Seniority I feel that the agreement signed by the Company and then President,
William Croysdill, is good and valid. This agreement was signed
on May 21, 1962. I believe by the Company refusing to put me back
to work is a violation of my seniority status per the contract.
Signed: W. E. Burgess.

DECISION: (Main Committee - Transcript Page 445 - 11/17/66)
M/m/s/c/ the claim of the Union be denied based on the previous decision.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
 11-6-2686 Garrett Freightlines, Inc.

O-T-R A Salt Lake domiciled sleeper team of Transue and Lambertsen
 Dispute broke down on Highway 91 near Baker, California. They spent 5-1/2
 hours on duty and then went off duty.

 It is the Union's position that the first 5-1/2 hours should be paid as
 work time under Maintenance of Standards and thereafter the team
 should receive the full eight hours breakdown pay.

DISPOSITION: Settled and Withdrawn.

Case # Local 222, Salt Lake City, Utah, and
 11-6-2687 I.M.L. Freight, Inc.

Master Frank E. Miller, a Salt Lake line driver, is claiming three quarters
 Dispute of an hour as time spent taking an I. C. C. required physical examination
 under provisions of Article 45, Section 1, Page 73 of the Over-The-
 Road Supplement.

DISPOSITION: Settled and Withdrawn.

Case # Local 222, Salt Lake City, Utah, and
 11-6-2688 Pacific Intermountain Express

Interpre- The case involves a claim for premium work on Monday, July 4, 1966,
 tation a holiday. Mr. Hale has a regular bid shift Monday through Friday.
 Mr. Hyde has a regular bid shift Tuesday through Saturday. The
 Company works an optional Monday through Friday-Tuesday through
 Saturday work week. Hyde is senior to Hale. The Company awarded
 the holiday work on July 4th to Hyde on a seniority basis.

 It is the Union's position that the work on the holiday (Monday, July 4th)
 should have gone to Hale, the junior employee, since his bid shift
 included that Monday.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Local 224, Los Angeles, California, and
11-6-2689 Milne Truck Lines

O-T-R Local 224 on behalf of Harold Andrews is asking the difference in
Dispute pay between a Las Vegas and a Phoenix trip through misdispatch in
the amount of \$24.02 - (8-9-66).

DISPOSITION: Postponed.

Case # Local 224, Los Angeles, California, and
11-6-2690 O.N.C. Motor Freight System

O-T-R Local 224 on behalf of Paul Shoobs claims check and fuel time on a
Dispute Fresno run. On the layover trip of 6/21/66, 6/22/66, Mr. Shoobs
claimed and was denied check and fuel pay. This run is paid as
8 hours for miles driven plus work time. Rider #205 is in effect
at O.N.C. for the mileage runs.

DECISION: (Main Committee - Transcript Page 439 - 11/17/66)
M/m/s/c/ due to the facts in this case, the claim of the Union be denied.

Case # Local 287, San Jose, California, and
11-6-2691 Brunswig Drug Company

Joint Union claims pay for a local man for a Saturday when the Company
Council 7 used a common carrier to make deliveries.
Dispute

DISPOSITION: Settled and Withdrawn.

Case # Local 287, San Jose, California, and
11-6-2692 Delta Lines, Inc.

Joint Company used Gregg for 12 days then refused him on the 13th day.
Council 7
Dispute

DECISION: (Main Committee - Transcript Page 526 - 11/17/66)
M/m/s/c/ that the claim of the Union be allowed based on the facts in this case.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 287, San Jose, California, and
11-6-2693 Mainline Refrigerated Transport

Joint Union claims a day's pay for a local man when a line driver went to
Council 7 a meat company in San Jose, had pallets of fresh meat loaded on,
Dispute and drove to Los Angeles.

DECISION: (Main Committee - Transcript Page 529 - 11/17/66)
M/m/s/and Deadlocked based on the facts in this case, the claim of the Union be denied.
M/m/s/ and did not receive a majority vote "that this case go to arbitration."

Case # Local 287, San Jose, California, and
11-6-2694 Mainline Refrigerated

Joint Local Union claims a day's pay for a local man when a line driver
Council 7 went to Mohawk Meat Company in San Jose, had pallets of meat
Dispute loaded on, and drove to Los Angeles.

DECISION: (Main Committee - Transcript Page 529 - 11/17/66)
Same decision applies as in Case #11-6-2693.

Case # Local 315, Martinez, California, and
11-6-2695 Bigge Transportation

Joint Union asking for a day's wages on 9/13/66 for two (2) men at the top
Council 7 of the Hiring Hall list while Local 70 men came into our area, picked
Dispute up loads and delivered in our area.

DECISION: (Main Committee - Transcript Page 344 - 11/16/66)
M/m/s/c/ based on the facts in this case the position of the Union be upheld.

Case # Local 315, Martinez, California, and
11-6-2696 O.N.C.

Interpre- O.N.C. employed Cladel Roberts as an area lumper and fork lift
tation operator, loading and unloading their equipment at International
Harvester Company. In the November, 1965 meeting of the JWAC
in Case #11-5-2119, the JWAC denied the claim of Local 315 that
Roberts should be classified as a seniority employee of O.N.C.,
which decision in effect kept him in the status of an area lumper and
fork lift driver. On 9/20/66, he was notified that because of the
lumper situation he was being "laid off" as such. Subsequent to
Case #11-5-2119 decision, the Union and Company worked out an
agreement that man went on payroll as steady employee in Local 315,
then man continued to do same type of work until 9/20/66.

DECISION: (Main Committee - Transcript Page 285 - 11/16/66)
M/m/s/c/ the case be referred back to the Joint Council 7 Grievance Committee and heard
as a factual case.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 386, Modesto, California, and
11-6-2697 Bettencourt Bros. Milk & Livestock, & Souza Milk Transportation

Tank- Union bases claims on JWC Case #7-395 and claims milk haulers
Truck scale under specialized contracts of the agreement, Article 38,
Dispute Section 1.

DECISION: (Main Committee - Transcript Page 228 - 11/15/66)

M/m/s/c/ based on the facts in this case, the claim of the Union be denied.

Note: The case was considered on the facts and was not considered as an interpretive case.

Case # Local 467, San Bernardino, California, and
11-6-2698 Los Angeles City Express

Interpre- If a peddle run driver delivers into an area on Saturday where the work
tation week is limited to a Monday through Friday work week, should such
peddle run driver receive time and one half (1-1/2) for Saturday's work?

DECISION: (Main Committee - Transcript Page 193 - 11/15/66)

M/m/s/c/ that if the work performed by the drivers during the week is the same as it
is on Saturday, the Company's position be sustained. If the work on Saturday is
different, than the work done during the work week, then the Union's position be sustained.

Case # Local 315, Martinez, California, and
11-6-2699 Consolidated Freightways

O-T-R Union is asking eight hours pay for Tom Stonestreet and Ernest Harvey
Dispute on August 23, 1966, as men came to their terminal and were dispatched
out on a trip less than five hundred miles out-bound, as per Article 43,
Paragraph (a) (b) and (c).

DECISION: (Main Committee - Transcript Page 361 - 11/16/66)

M/m/s/c/ this case be referred to the California Tank Committee for disposition.

Case # Local 468, Oakland, California, and
11-6-2700 Watson-Wilson Yellow Transportation

Interpre- The question is that if an employee refuses to move on the original move
tation and takes a lay-off status at the home terminal, can he go to work in
another terminal and hold his seniority at the home terminal?

DECISION: (Main Committee - Transcript Page 245 - 11/15/66)

M/m/s/c/ that the man exercised his seniority in Barstow and therefore has no right at
the Oakland terminal until the laid-off Oakland board is exhausted.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 483, Boise, Idaho, and
11-6-2701 Consolidated Freightways, Inc.

O-T-R On the weekends of July 10th and July 17, 1966, Bowen's run was
Dispute cancelled. He claims a runaround due to the fact that sleepers
passed through Winnemucca and into Boise. On July 10th, one
sleeper arrived at Boise with Boise freight at noon and the second
sleeper arrived at 12:05. On July 17th, one sleeper arrived at Boise
with Boise freight at 12:45 p.m..

DECISION: (Main Committee - Transcript Page 268 - 11/16/66)
M/m/s/c/ based on the facts in this case the claim of the Union be denied.

Case # Local 483, Boise, Idaho
11-6-2702 Local 556, Walla Walla, Washington, and
Garrett Freightlines, Inc.

O-T-R
Dispute Local 483 is requesting that the Company be directed to bid a run
from Boise to Walla Walla, Washington. The Company maintains
an extra board at Walla Walla and an extra board at Boise, but has
no bid runs between Boise and Walla Walla.

DECISION: (Main Committee - Transcript Page 254 - 11/16/66)
M/m/s/c/ in view of the evidence presented, the claim of the Union be denied.

Case # Local 483, Boise, Idaho,
11-6-2703 Local 900, Pendleton, Oregon, and
Garrett Freightlines, Inc.

O-T-R
Dispute Local 483 is requesting that the Company bid a Boise-LeGrande-Boise
turnaround peddle run.

The Company maintains an extra board at LeGrande and an extra
board at Boise, but has no bid turnaround runs from Boise-LeGrande-
Boise.

DISPOSITION: (Main Committee - Transcript Page 265 - 11/16/66)
Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 690, Spokane, Washington, and
11-6-2704 United-Buckingham Freightlines

O-T-R Requesting additional mileage to be paid drivers Gharst and Larson.
Dispute This team was dispatched out of Spokane August 24, 1966 at 1330, arriving in Billings at 0330. This team is a bid sleeper team. We are requesting the difference in mileage between a round trip between Billings and Denver which Billings dispatcher gave to extra team Jones and Naccarato.

DISPOSITION: Settled and Withdrawn.

Case # Local 741, Seattle, Washington, and
11-6-2705 Consolidated Freightways, Inc.

Master Local 741 requests that under Article 6 of the National Master Freight
Dispute Agreement that Glen D. Nickerson who is on the line driver seniority board of Consolidated Freightways, Inc., Seattle Division, be given the right to transfer to the local seniority board when there is an opening for which he is qualified.

DECISION: (Main Committee - Transcript Page 548 - 11/17/66)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 741, Seattle, Washington, and
11-6-2706 Consolidated Freightways, Inc.

O-T-R Local 741 requests runaround pay from Consolidated Freightways
Dispute in the amount of a Seattle-Portland, Seattle turn for G. E. Adamson, Seattle line driver.

DISPOSITION: Settled and Withdrawn.

Case # Local 839, Pasco, Washington, and
11-6-2707 Consolidated Freightways Bulk

Tanker Maintenance of Standards in regards to having a mechanical cooling
Dispute system or an air conditioning in all sleeper cabs 1964 or newer, as in old agreement.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 886, Oklahoma City, Oklahoma, and
11-6-2708 Transcon Lines

O-T-R Pannell and Lankford were broken down at Blyth, California for two
Dispute hours and 55 minutes working on air conditioner. Company refused
to pay claim for 2 hours 55 minutes. This claim is for Company
to allow drivers to have air conditioners worked on where there are
facilities to do so and two hours and 55 minutes work time.

DISPOSITION: Settled and Withdrawn.

Case # Local 886, Oklahoma City, Oklahoma, and
11-6-2709 Transcon Lines

O-T-R The following six cases were filed involving Local 886 members.
Dispute #SC-9-(8)-6-7667, 7671, 7677 and #SC-9-6-7827.

DECISION: (Main Committee - Transcript Page 93 - 11/15/66)
M/m/s/c/ that all cases involving 886 people from Oklahoma west are properly before
the Western Committee and these cases be remanded back to the California Joint
State Committee for hearing.

Case # Local 910, Kent, Washington, and
11-6-2710 Renton Auto Freight

Interpre- Local wishes to claim one day's pay (July 4, 1966) for Oscar Baele
tation employed by Renton Auto Freight.

DECISION: (Main Committee - Transcript Page 545 - 11/17/66)
M/m/s/c/ that the claim be denied.

Case # Local 980, Santa Rosa, California, and
11-6-2711 Willig Freight Lines

Joint Provisions of Article 45, Section 2 (a) (4) do not apply in the loading
Council 7 process at Morgan Wood Casket Company.
Dispute

DISPOSITION: Committee will retain jurisdiction.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Local 983, Pocatello, Idaho, and
11-6-2712 Garrett Freightlines, Inc.

O-T-R The Union contends that there was a Salt Lake load of LTL freight
Dispute ready for dispatch when the Pocatello team arrived, but the Company
had sent the load piggy-back.

DISPOSITION: Withdrawn.

Case # Local 81, Portland, Oregon, and
11-6-2713 Garrett Freightlines, Inc.

Discharge Protest of discharge of L. A. Granlund.

DECISION: (Main Committee - Transcript Page 394 - 11/16/66)
M/m/s/c/ that the man be returned to work as of Monday, next Monday, with a warning
letter for being unavailable for work or for drinking at the other end of the line, with
full seniority and no pay.

Case # Local 87, Bakersfield, California, and
11-6-2714 Carey Truck Line, Inc.

Termination Union protests discharge of Charles M. Chauncy.

DECISION: (Main Committee - Transcript Page 94 - 11/15/66)
M/m/s/c/ the discharge be sustained.

Case # Local 180, Los Angeles, California, and
11-6-2715 Consolidated Freightways

Discharge It is the position of Local 180 that Marion F. DeWoody was unjustly
discharged for an accident.

DECISION: (Main Committee - Transcript Page 687 - 11/18/66)
M/m/s/c/ that the discharge be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 208, Los Angeles, California, and
11-6-2716 Halbert Bros., Inc.

Termination The Local Union on behalf of Elbert Fogle protests termination
notice and request that he be returned to work with full seniority
and no loss of pay.

DECISION: (Main Committee - Transcript Page 205 - 11/15/66)
M/m/s/c/ that Elbert Fogle be returned to work with full seniority and compensated
for all time lost less moneys earned elsewhere.

Case # Local 467, San Bernardino, California, and
11-6-2717 Griley Security Freight Lines

Termination Cases #7995-7996-7997: - Local 467 hereby files a protest of
and termination under Article 44 of the National Master & Pick-Up and
Seniority Delivery Agreement against Griley Security Freight Lines on behalf
Case of Leo Bryan and Clifford Gustin.

DECISION: (Main Committee - Transcript Page 182 - 11/15/66)
M/m/s/c/ that the Company comply with the owner-operator clause of the appropriate
Agreement. That these men be considered as not having resigned, be reinstated to
the seniority list with all benefits.

Case # Local 542, San Diego, California, and
11-6-2718 Garrett Freightlines

Termination We are protesting the discharge of Norma Metcalf as she was unjustly
terminated.

DECISION: (Main Committee - Transcript Page 170 - 11/15/66)
M/m/s/c/ that this case is improper before this committee.

Case # Local 81, Portland, Oregon, and
11-6-2719 Los Angeles-Seattle Motor Express

Warning Protest of Warning Letter issued to John Reinerson.
Letter

DISPOSITION: Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 180, Los Angeles, California, and
11-6-2720 Pacific Intermountain Express

Warning It is the position of Local 180 that W. L. Slater was given a
Notice warning notice unjustly for an accident at Camarillo, California,
on July 7, 1966.

DECISION: (Committee for Local Operations - Transcript Page 145 - 11/17/66)
M/m/s/c/ that the warning letter be reduced to a letter of reprimand to be placed in
the man's file.

Case # Local 180, Los Angeles, California, and
11-6-2721 Pacific Intermountain Express

Warning Local 180 takes the position that Rodney W. Bangham was issued
Notice a warning notice unjustly for failure to accept a call to go to work.
The call was given at 12:30 a.m. for a 2:30 a.m. departure. This
is not proper under Article 54, Section 2 of the Western States Area
O.T.R. Supplemental Agreement. Therefore, we request the letter
be withdrawn from his file.

DISPOSITION: Settled and Withdrawn.

Case # Local 287, San Jose, California, and
11-6-2722 Consolidated Freightways

Warning Union protests warning letter issued to Silviera for refusing to
Notice accomplish work duties.

DISPOSITION: Settled and Withdrawn.

Case # Local 551, Lewiston, Idaho, and
11-6-2723 Garrett Freightlines

Warning Protest of warning notice.
Notice

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
11-6-2725 Navajo Freight Lines

Joint On September 15, 1966, a Navajo sleeper team came to Oakland,
Council 7 dropped trailer. They bobtailed to South San Francisco, picked up
Dispute an empty reefer and returned to the Oakland yard to fuel. They
then proceeded to Modesto.

Claim a day's pay for man on layoff or man out of Hiring Hall.
The reefer van should have been picked up by a local driver, or,
if picked up by the sleeper team, they should not have returned to
the Oakland yard.

DECISION: (Main Committee - Transcript Page 376 - 11/16/66)
M/m/s/c/ based on the fact that the line drivers were instructed to pick the box at
South San Francisco and go directly to Modesto and load, that the claim be denied.
If they were instructed to return to the terminal, the claim is allowed. The Company
is also instructed to produce the records to determine the decision in this case. And
if it can't be decided on that basis, this committee will retain jurisdiction.

Case # Local 70, Oakland, California, and
11-6-2726 Transcon Lines

Joint George Hansen worked night shift for 13 months then went to days
Council 7 according to seniority. He worked days for 2 months, then went
Dispute on vacation.

Claim of the Union: Mr. Hansen be given the night shift premium
for his vacation.

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
11-6-2727 Transcon

Joint Supervisor loaded a truck on Saturday, September 3rd. Union
Council 7 requesting day's pay at time and one-half for next man on seniority
Dispute list.

DECISION: (Main Committee - Transcript Page 644 - 11/18/66)
M/m/s/c/ that the claim of the Union be denied. The Company is instructed to comply
with the work jurisdiction clause of the contract and the supervisors not physically
do the work.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 150, Sacramento, California, and
11-6-2728 Interstate Motor Lines

P & D Company claims a sleeper team can drop and pick a load enroute.
Dispute Frozen turkeys were picked up in Turlock. Sleeper team dropped the box, picked up another loaded box for Salt Lake and continued on to destination.

DECISION: (Committee for Local Operations - Transcript Page 2 - 11/15/66)
M/m/s/and Deadlocked that the Union claim be denied.

Note: Upon the report of the Committee for Local Operations being submitted to the Main Committee, it was announced that this case had been Settled and Withdrawn.

Case # Local 468, Oakland, California, and
11-6-2729 O. N. C. Fast Freight

O-T-R Pay claims for Moniz, Martin and Rogers. Union claiming runaround
Dispute for Labor Day because the Company cancelled bid run schedules and sent the freight out by piggy-back.

DECISION: (Main Committee - Transcript Page 583 - 11/18/66)
M/m/s/c/ the claim of the Union be denied.

Case # Local 468, Oakland, California, and
11-6-2730 O.N.C. Fast Freight

O-T-R Money dispute on Moniz. Union is claiming \$20.22, the difference
Dispute in pay between a Mount Shasta trip and a Medford trip. Driver was dispatched to Mount Shasta and laid over, and should have been dispatched to the lay point, but was cut short of the division point.

DECISION: (Main Committee - Transcript Page 591 - 11/18/66)
M/m/s/c/ the claim of the Union be allowed.

Case # Local 468, Oakland, California, and
11-6-2731 Pacific Intermountain Express

O-T-R Pay claim for Hilburn and Algire. Union claiming 15-1/2 hours
Dispute runaround at Chicago because a Chicago team was dispatched to Oakland with a load before the Oakland team.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 556, Walla Walla, Washington, and
11-6-2732 Garrett Freight Lines

O-T-R On October 1, 1966, a Garrett sleeper from Pocatello dropped two
Dispute trailers at Walla Walla; picked up two empty trailers to Wallula
(Boise Cascade Paper Mill) where they picked up two trailers
loaded for Seattle loaded with K.D.'s. Arrived 2130 on 10/1/66
in Seattle. Request pay in the amount of a Yakima turn.

DISPOSITION: (Main Committee - Transcript Page 259 - 11/16/66)

In view of the fact that the Company and the Union have agreed to go back and check
the records, the case will be remanded back to them on that basis for settlement.
If they can't agree, the case is subject to being refiled back here.

Case # Local 741, Seattle, Washington, and
11-6-2733 Pacific Intermountain Express

O-T-R On 9/9/66, a Chicago based sleeper team was dispatched out of
Dispute Seattle via Denver, Colorado with the final destination of load being
Wichita, Kansas. It is the position of Local 741 that this is an
improper dispatch and Mattson and Smalley, a Seattle team, should
be compensated the proper amount for being runaround by this team.

DISPOSITION: Postponed.

Case # Local 741, Seattle, Washington, and Local 81
11-6-2734 Portland-Seattle Auto Freight

O-T-R Local 741 requests Portland-Seattle Auto Freight be required to bid
Dispute nine runs on a turnaround basis between Seattle and Portland, to be
protected on a when and if they run basis with drivers to have Seattle
as their domicile station.

DECISION: (Main Committee - Transcript Page 536 - 11/17/66)

M/m/s/c/ that the claim of the Union be allowed and that the Company be instructed to
bid eight schedules from Portland to Seattle and eight schedules from Seattle to Portland
on a turnaround basis. And further, that the present method of dispatch stay in effect.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 980, Santa Rosa, California, and
11-6-2735 Willig Freight Lines

Joint Vans are dropped and Fluor employees are loading rather than men
Council 7 working under the Agreement. Union requests day's pay for Larry
Dispute Foster and that local freight men stay with vans while they are being
loaded and/or unloaded.

DECISION: (Main Committee - Transcript Page 392 - 11/16/66)
The decision in Case #8-6-2559 also applies to #11-6-2735.

Case # Local 386, Modesto, California, and
11-6-2736 Delta Lines

Termination Union claims man was discharged for not working 30 days. Man
was hurt on the job, went on industrial compensation and then
put back to work by the Company. Union claims man has put in
13 days and is a regular employee.

DECISION: (Main Committee - Transcript Page 454 - 11/17/66)
M/m/s/c/ that the claim of the Union be denied in Case #11-6-2736.

Case # Local 439, Stockton, California, and
11-6-2737 Miles Motor Transport

Termination Union claims driver hired on July 18, 1966 and worked the 18th, 19th,
20th, 21st, and 22nd, then was injured on the job. The driver returned
to work on October 13/66. Company sent termination notice to the
Union August 17/66, but did not send one to the driver.

DISPOSITION: Settled and Withdrawn. (Main Committee-Transcript Page 431)

Case # Local 468, Oakland, California, and
11-6-2738 Garrett Freight Lines, Inc.

Warning Protest of Warning Letter on Ferreira for failure to install and
Notice turn in Company Tachograph Charts.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 85, San Francisco, California,
11-6-2739 O. N. C. Fast Freight, and California Trucking Association

Interpre- Union claims that O.N.C. has violated Article 45 of the Joint Council #7
tation Supplement.

At James Allen & Sons, a meat packing company, fork lift drivers (members of Butcher's Local 508) are driving fork lifts into the vans. The loads are then hand stacked.

DECISION: (Main Committee - Transcript Page 484 - 11/17/66)
M/m/s/c/ that this case be referred to the National Committee for disposition.

Case # Local 85, San Francisco, California,
11-6-2740 L.A.S.M.E., and California Trucking Association

Interpre- Union claims that L.A.S.M.E. has violated Article 45 of the Joint
tation Council #7 Supplement.

At James Allen & Sons, a meat packing company, fork lift drivers (members of Butchers Local 508) are placing pallets on the bed of the van and are pushing them forward in the van with the fork lift. The pallets are then unloaded and hand stacked.

DECISION: (Main Committee - Transcript Page 576 - 11/18/66)
M/m/s/c/ that this case be referred to the National Committee for disposition.

Case # Local 224, Los Angeles, California, and
11-6-2741 General Cable Corporation

Termination Local 224 on behalf of Ray Dane protests his discharge on 10-24-66.

DECISION: (Main Committee - Transcript Page 404 - 11/17/77)
M/m/s/c/ that the discharge letter be rescinded and Mr. Dane be returned to work next Monday on his regular shift, all seniority and no back pay.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
11-6-2742 Transcon

P & D Union claims violation of seniority when the Company called in eleven
Dispute twenty percenters from the 2:30 a.m. shift and started them at
 12:01 a.m. (2-1/2 hours early) prior to using senior employees.

DECISION: (Committee for Local Operations - Transcript Page 103 - 11/16/66)
M/m/s/c/ that the claim of the Union be paid.

Case # Local 81, Portland, Oregon, and
11-6-2743 Helphrey Motor Freight

O-T-R On 8-22-66 the company used piggyback not protecting line drivers.
Dispute Union claims monies for men involved.

DECISION: (Main Committee - Transcript Page 460 - 11/17/66)
M/m/s/c/ that the claims of the two people involved be allowed.

Case # Local 224, Los Angeles, California, and
11-6-2744 T.I.M.E. Freight, Inc.

O-T-R Local 224 on behalf of Paul Weisgerber is claiming 4 hours guarantee
Dispute plus 1-1/2 hours time spent in the doctor's office being examined
 at the Company's request.

DISPOSITION: (Main Committee - Transcript Page 317 - 11/16/66)
Settled and Withdrawn.

Case # Local 224, Los Angeles, California, and
11-6-2745 T.I.M.E. Freight, Inc.

O-T-R Local 224 is requesting that the Company continue to pay lunch time,
Dispute for ammunition loads as they have in the past.

DECISION: (Main Committee - Transcript Page 306 - 11/16/66)
M/m/s/ and Deadlocked based on the maintenance of standards, the claim be allowed.
M/m/s/ and did not receive a majority vote "that this case go to arbitration."

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
11-6-2746 California Warehouse

Termination Local 208 protests the termination of William R. Smith on
October 21, 1966.

DECISION: (Main Committee - Transcript Page 289 - 11/16/66)
M/m/s/c/ that the discharge be upheld.

Case # Local 208, Los Angeles, California, and
11-6-2747 O. N. C. Motor Freight

Termination The Local Union protests the discharge of Eli Samora.

DECISION: (Main Committee - Transcript Page 512 - 11/17/66)
M/m/s/c/ that the driver, Eli Samora, be returned to work on the 21st with full
seniority and no compensation for time lost and be given five days from the 21st of
November to consolidate his bills, and failing to do so, the discharge will be upheld.
Any future garnishment received after the five-day period will mean immediate
termination.

Case # Local 208, Los Angeles, California, and
11-6-2748 California Cartage Co., Inc.

Termination Local 208 protests the termination of Lee Williams on 10/24/66.

DISPOSITION: Settled and Withdrawn.

Case # Local 208, Los Angeles, California, and
11-6-2749 Milne Truck Lines

Termination Local 208 protests the termination of R. E. Patnaude on 10/8/66.

DECISION: (Main Committee - Transcript Page 273 - 11/16/66)
M/m/s/and Deadlocked that the man be reinstated without back pay and full seniority.
Note: This case shall be submitted to umpire handling with Mr. Sam Kagel as the
Arbitrator.